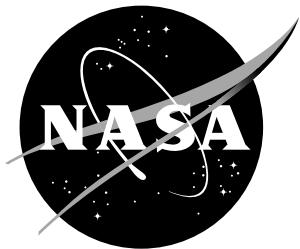


NASA/CR-2003-212399



Small Engine Technology (SET) Task 24

Business and Regional Aircraft System Studies

Lysbeth Lieber
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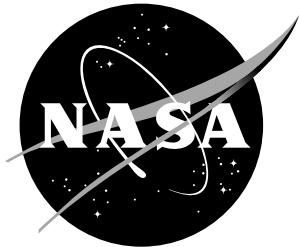
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Small Engine Technology (SET) Task 24

Business and Regional Aircraft System Studies

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1. INTRODUCTION AND OBJECTIVES

1.1 Introduction

This final report has been prepared by Honeywell Engines & Systems, Phoenix, Arizona, a unit of Honeywell International Inc., documenting work performed during the period June 1999 through December 1999 for the National Aeronautics and Space Administration (NASA) Glenn Research Center, Cleveland, Ohio, under the Small Engine Technology (SET) Program, Contract No. NAS3-27483, Task Order 24, Business and Regional Aircraft System Studies. The NASA Task Monitor was Mr. Robert A. Golub, NASA Langley Research Center, Mail Code 461, Hampton, Virginia 23681-0001; telephone: (757)864-5281. The NASA Contract Officer was Ms. Linda M. Kendrick, NASA Glenn Research Center, Mail Code 500-305, Cleveland, Ohio 44135-3191; telephone: (216)433-2407.

The work performed under SET Task 24 consisted of evaluating the noise reduction benefits compared to the baseline noise levels of representative 1992 technology aircraft, obtained by applying different combinations of noise reduction technologies to five business and regional aircraft configurations.

This report focuses on the selection of the aircraft configurations and noise reduction technologies, the prediction of noise levels for those aircraft, and the comparison of the noise levels with those of the baseline aircraft.

1.2 Objective

The objective of this task was to extend the aircraft acoustic system studies of the benefits of new noise technology on business and regional aircraft as contrasted to the baseline acoustic levels presented in the "Evaluation of 1992 Technology Aircraft Noise Levels", generated under Contract NAS1-20090, Task 5^{[1]*}.

1.3 Summary

Acoustic system studies were performed to assess the benefits of the noise reduction technologies developed in the NASA Advanced Subsonic Technology (AST) Noise Reduction programs. The studies used five business and regional aircraft noise reduction configurations, approved by the NASA Task Manager. The 1992 Technology Aircraft noise levels were used as the comparison baseline. The acoustic studies included the results of NAS3-27483 Task 23^[2] entitled "Wing Reflection Code."

Results consisted of FAA certification levels (as specified in FAR, Part 36) and community exposure noise contours for each of the five NASA-approved aircraft noise reduction configurations. The results demonstrated progress made using the AST-developed noise reduction technology, as contrasted to the 1992 Technology Aircraft noise levels. However, the results also highlighted a limitation of the process for applying the noise reduction technologies, in order to make comparisons with the 1992 baseline noise levels.

* References are listed in Section 8.

2. TECHNICAL APPROACH

The primary intent of SET Task 24 was to evaluate the noise reduction benefits resulting from various combinations of noise reduction technologies developed and tested during the NASA AST program.

The approach taken to achieve this goal began with the selection of noise reduction technologies from the AST program. Five aircraft configurations were then generated, by assigning appropriate combinations of the noise reduction technologies to either the original 1992 technology baseline business aircraft, or an equivalent regional baseline aircraft. This process is described in detail in Section 3.

For each of the selected noise reduction technologies, a quantitative measure of the reduction in noise level, due to the application of the technology, was computed. These quantitative noise reductions for each technology were then applied, in the Engines & Systems noise prediction program, GASP^[3] in combinations that represented the five aircraft configurations under study. The analyses were performed at Federal Aviation Administration (FAA) certification points for approach, takeoff, and sideline. The resulting predicted noise levels represented the expected reduction in noise due to the application of the combinations of noise reduction technologies. These predicted noise levels were then compared with the original 1992 baseline levels to obtain quantitative measures of improvement due to the AST noise reduction technologies. The noise prediction procedure is discussed in Section 4 of this report.

In addition to the determination of quantitative improvement in FAA certification noise levels, community exposure noise contours were computed for the five new aircraft configurations and the original baseline aircraft. The community exposure noise contours were obtained using the FAA's Integrated Noise Model (INM) program^[4, 5], with Noise-Power-Distance data for each of the aircraft configurations. The calculation of community exposure noise contours is presented in Section 5.

Finally, an overall assessment was performed of improvements in noise levels, due to AST noise reduction technologies, for the five aircraft configurations. This assessment is discussed in Section 6. Conclusions and recommendations are included in Section 7.

3. NOISE REDUCTION TECHNOLOGIES AND AIRCRAFT CONFIGURATIONS

The noise reduction technologies considered for study in SET Task 24 were developed and tested as part of the NASA AST Noise Reduction effort. The technologies were chosen based on the anticipated improvement in noise levels and the availability of test data. The following technologies were selected for the Task 24 study:

- Variable Area Mixed-Flow Exhaust Nozzle
- Separate Flow Nozzle with Chevrons
- Forward-Swept Fan
- Fan Acoustic Treatment
- Scarf Inlet

The Variable Area Mixed-Flow Exhaust Nozzle was developed and tested as part of the NASA AST-sponsored Engine Validation of Noise Reduction Concepts (EVNRC) program (NAS3-97151). The variable area nozzle is shown in Figure 1. The intent of the variable area nozzle was to affect jet and fan noise by changing the engine bypass ratio.

The Separate Flow Nozzle with Chevrons was also developed and tested as part of the EVNRC Program. The nozzle is illustrated in Figure 2. The chevrons on the nozzle generated vorticity to mix the core/bypass and bypass/ambient flow streams, in order to reduce the effective jet velocity.

The forward-swept fan was designed and tested by Engines & Systems as part of the NASA AST-sponsored Quiet High-Speed Fan (QHSF) Program (AST Task 14, NAS3-27752). The forward-swept fan is shown in Figure 3. By sweeping the leading edge of the fan forward, the Mach number normal to the leading edge was maintained at subsonic levels at high tip speed, thereby eliminating, or at least delaying, the onset of multiple-pure-tone noise (“buzzsaw” noise) at typical takeoff speeds. In addition, the forward-swept fan employed highly-swept stators, which resulted in increased rotor-stator spacing. The stators were also leaned substantially in the tip region. These stator features reduced the level of noise resulting when the rotor wake impinged on the stator leading edge.

Acoustic treatment was also studied as part of the EVNRC program. The acoustic treatment configuration consisted of a single degree-of-freedom linear liner in the aft fan duct, and was designed to provide broadband noise attenuation.

The scarf inlet was developed and tested as part of the EVNRC program. The inlet is illustrated in Figure 4. The scarf inlet was intended to reduce inlet-radiated noise by directing the noise away from the observer. The scarf inlet was also acoustically treated with a single degree-of-freedom linear liner.

The noise reduction technologies described above were applied in appropriate combinations to generate five aircraft configurations. These configurations are shown in Table 1 below, in a matrix form, indicating the noise reduction technologies that were applied in each configuration.

The 1992 Technology Baseline Business Jet shown in Table 1 represents the original baseline aircraft of the 1992 Technology Aircraft Noise Levels Study^[1]. It is a low-wing business jet with

noise levels characteristic of 1992 engine technology. This aircraft served as the baseline for comparisons with the other business jet aircraft of Configurations 2, 3, and 4.

Configuration 2 represents the 1992 baseline business aircraft, with the addition of technology in the form of the variable area mixed-flow exhaust nozzle, to reduce jet noise. Configuration 3 focuses on the reduction of fan noise by introducing the forward-swept fan and fan acoustic treatment technology with the 1992 baseline business aircraft. Configuration 4, the “Advanced Business Jet,” combines the technologies to reduce both fan and jet noise.

In addition to the business jet configurations, a new baseline aircraft was created, which was equivalent to the 1992 baseline technology aircraft in performance and flight paths, but with a high wing and two engines mounted under-the-wing (i.e., a regional configuration). This new Regional Baseline, identified as Configuration 1, was then used for comparison with the “Advanced Regional” aircraft (Configuration 5) of Table 1. The Advanced Regional configuration included the separate flow nozzle with chevrons, to reduce jet noise, and the forward-swept fan, acoustic treatment, and scarf inlet, to reduce fan noise.

The five aircraft configurations, generated with appropriate combinations of noise reduction technologies, were submitted to NASA for approval by the Task Manager.

The prediction of noise levels resulting from the application of the noise reduction technologies in the above aircraft configurations is described in detail in the next section.

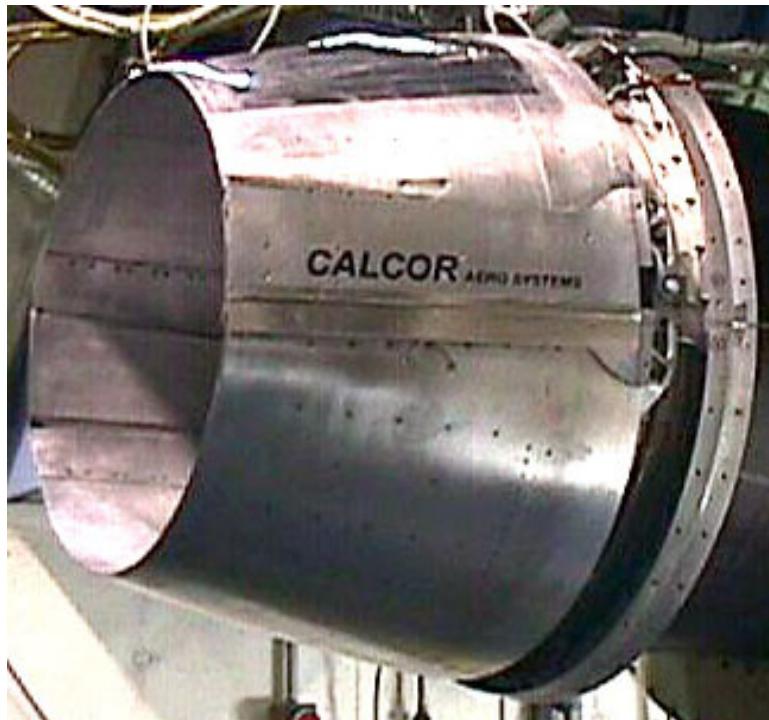


Figure 1. Variable Area Mixed-Flow Exhaust Nozzle.

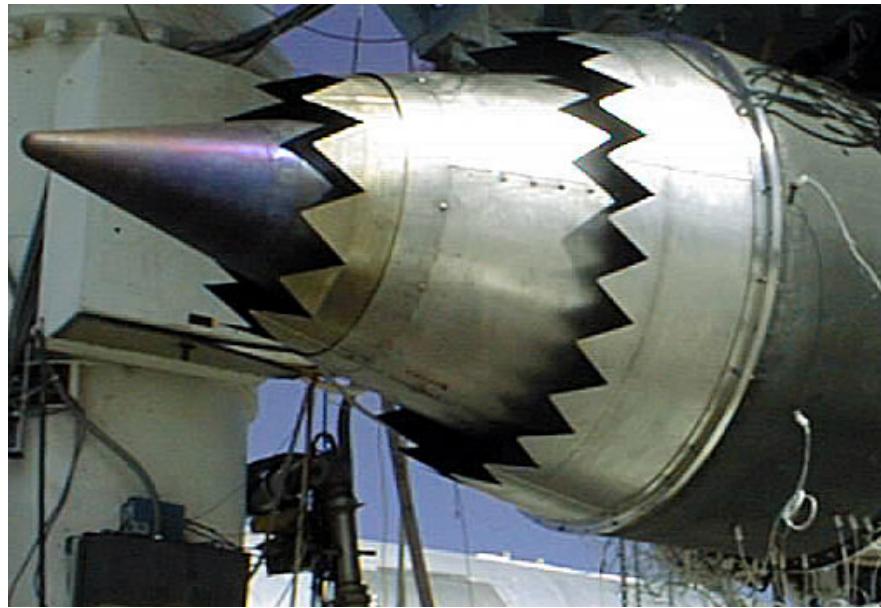


Figure 2. Separate Flow Nozzle with Chevrons.



Figure 3. Forward-Swept Fan.

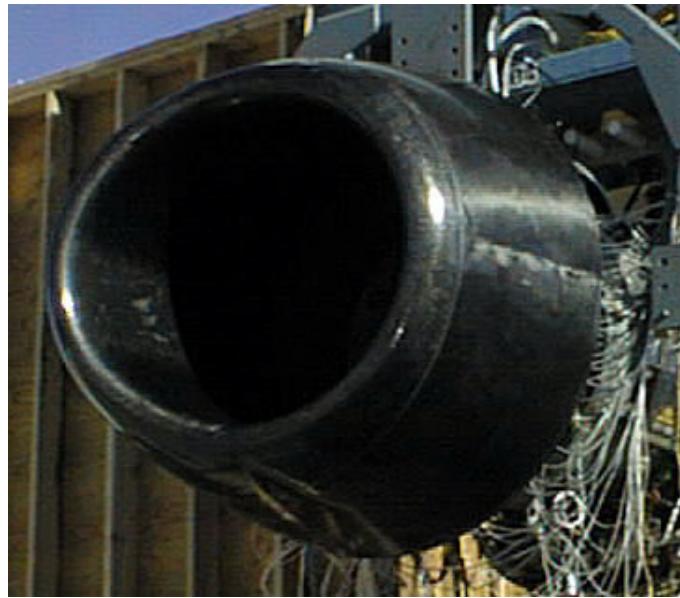


Figure 4. Scarf Inlet.

Table 1. Matrix of Aircraft Configurations and Noise Reduction Technologies.

		NOISE REDUCTION TECHNOLOGIES				
		Variable Area Mixed Flow Exhaust Nozzle	Separate Flow Nozzle with Chevrons	Forward-Swept Fan	Acoustic Treatment	Scarf Inlet
AIRCRAFT NOISE REDUCTION CONFIGURATION	NASA AST Noise Reduction Program (Source of Modeling Data for Predictions)	EVNRC	EVNRC	QHSF	EVNRC	EVNRC
	DESCRIPTION					
-	1992 Technology Baseline Bizjet	N	N	N	N	N
1	Regional Baseline	N	N	N	N	N
2	Reduced Jet Noise Bizjet	Y	N	N	N	N
3	Reduced Fan Noise Bizjet	N	N	Y	Y	N
4	Advanced Bizjet	Y	N	Y	Y	N
5	Advanced Regional	N	Y	Y	Y	Y

4. FAA CERTIFICATION NOISE LEVEL RESULTS

4.1 Analysis Procedure

Before the acoustic analyses could be performed for the five aircraft configurations, test data for each of the noise reduction technologies in Table 1 had to be processed, in order to quantify the noise reductions achieved. Then, those quantitative noise reductions had to be properly combined in the Engines & Systems noise prediction program, GASP^[3], to provide the appropriate reduction in noise levels for each of the aircraft configurations. A key assumption made in the analyses was that no changes in the engine cycle parameters or weight were incurred by the addition of any of the noise reduction technologies. Details of the analysis procedure are discussed in the following paragraphs.

First, data acquired during testing, both with and without each of the AST noise reduction technologies, were processed to produce tabulated noise reduction values at Approach, Takeoff, and Sideline conditions. The noise differences for each noise reduction technology were tabulated based on their sources (e.g., fan or jet noise) for each 1/3-octave band, at selected directivity angles. By using these tabulated noise reductions, flyover noise differences for each noise reduction technology relative to the 1992 Baseline could be generated. These Baseline-related noise difference results are included in Appendices I through V of this report.

The GASP software was modified to allow the noise differences from each of the AST technologies to be applied to the respective engine noise sources in GASP, in order to obtain predicted noise levels for each aircraft configuration. To accomplish this, multiple files were read, each containing a set of noise differences from one noise reduction technology related to one engine noise source. For example, one file could contain noise differences for fan inlet noise resulting from the forward-swept fan. Another file used in the same prediction could contain jet noise differences resulting from the variable area mixed-flow exhaust nozzle. By combining the contributions from various noise reduction technologies in the GASP program, the overall noise reduction effect for a particular aircraft configuration could be simulated.

The GASP program also included a newly-developed model for wing reflection. The wing reflection model, developed in NASA SET Task 23^[2], was employed for the high-wing regional configurations with engines mounted under-the-wing. The low-wing business jet configurations with fuselage-mounted engines, including the 1992 baseline technology aircraft, were analyzed using the original wing shielding model which had been used in the 1992 Technology Aircraft Noise Levels Study. Application of the noise models is indicated in Table 2.

Acoustic analyses were then performed, using the GASP program, for the five aircraft configurations with noise reduction technologies. All analyses were performed at the FAA certification points for Approach, Takeoff, and Sideline. A new baseline prediction was also generated for the 1992 Technology Business Jet, to confirm equivalence with the most recent updated predictions of the 1992 Baseline noise levels.^[6] Slight differences were observed relative to the baseline values of Reference 6. These differences were directly attributed to the use of a simulated 32-microphone system, instead of the original 16 microphone positions. Noise levels at the intermediate microphone positions were interpolated from the original 16. The 32 microphone positions were used for the baseline, in order to be consistent with the 32 microphones used in the noise reduction technology test measurements.

Once the predictions of noise levels were completed for all of the aircraft configurations, it was then possible to compare the resulting noise levels with the baseline technology aircraft. Aircraft Configurations 2, 3, and 4 were based on the original low-wing business aircraft (the 1992 Technology Aircraft), and therefore used it as a baseline. Aircraft Configurations 1 and 5 were based on the high-wing regional aircraft, with Configuration 1 serving as the baseline, and Configuration 5 representing the “Advanced Regional” with noise reduction technology.

Table 2. Application of Noise Modeling for Business and Regional Aircraft Noise Predictions.

		NOISE MODELS	
		Original Wing Shielding Model	Wing Reflection Model (NASA SET Task 23)
AIRCRAFT NOISE REDUCTION CONFIGURATION	DESCRIPTION		
-	1992 Technology Baseline Bizjet	Y	N
1	Regional Baseline	N	Y
2	Reduced Jet Noise Bizjet	Y	N
3	Reduced Fan Noise Bizjet	Y	N
4	Advanced Bizjet	Y	N
5	Advanced Regional	N	Y

4.2 Comparisons of Results for Low-Wing Business Aircraft

The acoustic analysis results for the Low-Wing Business Aircraft are shown in Table 3 for Approach, Table 4 for Takeoff, and Table 5 for Sideline conditions.

Table 3 summarizes the GASP-predicted component and total noise levels for the 1992 Technology Baseline Business Jet configuration and the three associated noise reduction configurations, at Approach conditions. Comparing Configurations 2, 3, and 4 to the 1992 baseline aircraft, it can be seen that reductions in total noise levels of as much as 2.1 EPNdB can be achieved with a combination of noise reduction technologies. Configurations 3 and 4 show that the acoustic treatment is very effective in the reduction of aft fan noise, with reductions of 3.2 EPNdB. At

Approach, the variable area mixed-flow exhaust nozzle does not impact the jet noise. The Approach results are summarized graphically in Figure 5.

Comparing noise levels of Configurations 2, 3, and 4 to the 1992 Baseline configuration at Takeoff, it can be seen that reductions in total engine noise do not exceed 0.5 EPNdB. Although reductions in aft fan noise are achieved in Configurations 3 and 4, the benefit for total engine noise is minimal, because the variable area mixed-flow exhaust nozzle has no influence on jet noise, which is the major contributor to overall noise. Figure 6 presents a graphical summary of the Takeoff noise predictions.

At Sideline, the forward-swept fan, coupled with the acoustic treatment, provides excellent fan noise reduction benefits in Configurations 3 and 4. Slight improvements in jet noise are seen from the variable area mixed-flow exhaust nozzle. Total engine noise is reduced as much as 1.5 EPNdB. The Sideline noise predictions are summarized in Figure 7.

Table 3. Summary of Approach Noise Predictions for Low-Wing Business Aircraft, in EPNdB.

Engine Noise Source	1992 Baseline Business Jet	Reduced Jet Noise	Reduced Fan Noise	Advanced Bizjet
Fan Inlet	75.8	75.8	74.7	74.7
Fan Duct	87.4	87.4	84.2	84.2
Combustor	71.2	71.2	71.2	71.2
Turbine	77.2	77.2	77.2	77.2
Jet	81.1	81.2	81.1	81.2
Total	90.4	90.2	88.5	88.3

Table 4. Summary of Takeoff Noise Predictions for Low-Wing Business Aircraft, in EPNdB.

Engine Noise Source	1992 Baseline Business Jet	Reduced Jet Noise	Reduced Fan Noise	Advanced Bizjet
Fan Inlet	55.3	55.3	56.7	56.7
Fan Duct	71.2	71.2	68.9	68.9
Combustor	64.8	64.8	64.8	64.8
Turbine	60.2	60.2	60.2	60.2
Jet	78.6	78.7	78.6	78.7
Total	80.4	80.5	80.0	80.0

Table 5. Summary of Sideline Noise Predictions for Low-Wing Business Aircraft, in EPNdB.

Engine Noise Source	1992 Baseline Business Jet	Reduced Jet Noise	Reduced Fan Noise	Advanced Bizjet
Fan Inlet	61.0	61.0	49.6	50.2
Fan Duct	74.9	74.9	70.5	70.7
Combustor	69.0	69.0	69.0	69.0
Turbine	60.1	60.1	60.0	60.2
Jet	87.5	87.2	87.5	87.1
Total	89.3	88.8	88.2	87.8

4.3 Comparisons of Results for High-Wing Regional Aircraft

The acoustic analysis results for the High-Wing Regional Aircraft are shown in Table 6 for Approach, Table 7 for Takeoff, and Table 8 for Sideline.

At Approach, the Advanced Regional Aircraft with fan and jet noise reduction technology (Configuration 5) provides a 0.9 EPNdB total noise reduction benefit compared to the baseline Configuration 1. At Takeoff, improved noise reduction characteristics allow Configuration 5 to achieve a 1.2 EPNdB noise improvement compared to Configuration 1. At Sideline, the fan and jet noise reductions of the Advanced Regional Aircraft provide a total engine noise reduction of 2.2 EPNdB. The separate flow nozzle with chevrons appears to be very effective in reducing jet noise at Takeoff and Sideline conditions. The noise predictions for the regional aircraft are summarized graphically in Figure 8 for Approach, Figure 9 for Takeoff, and Figure 10 for Sideline.

Table 6. Summary of Approach Noise Predictions for High-Wing Regional Aircraft, in EPNdB.

Engine Noise Source	Regional Baseline	Advanced Regional
Fan Inlet	84.6	83.5
Fan Duct	90.8	89.8
Combustor	71.2	71.2
Turbine	77.2	77.2
Jet	81.1	80.8
Total	93.5	92.6

Table 7. Summary of Takeoff Noise Predictions for High-Wing Regional Aircraft, in EPNdB.

Engine Noise Source	Regional Baseline	Advanced Regional
Fan Inlet	71.3	71.0
Fan Duct	74.9	73.9
Combustor	64.8	64.8
Turbine	60.2	60.2
Jet	78.5	77.1
Total	81.9	80.7

Table 8. Summary of Sideline Noise Predictions for High-Wing Regional Aircraft, in EPNdB.

Engine Noise Source	Regional Baseline	Advanced Regional
Fan Inlet	75.3	75.1
Fan Duct	78.9	77.7
Combustor	69.0	69.0
Turbine	60.1	60.1
Jet	87.5	85.2
Total	89.9	87.7

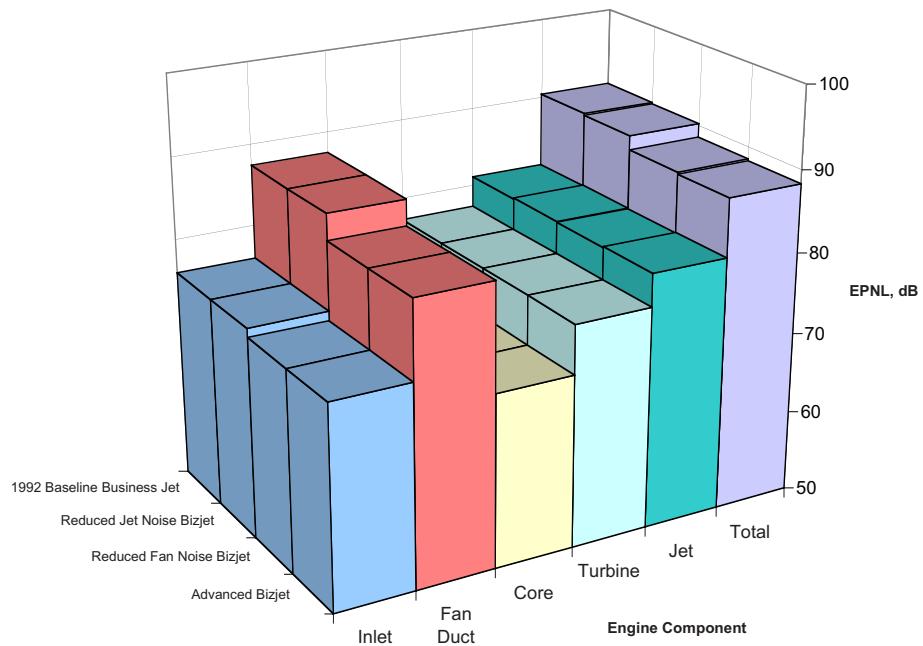


Figure 5. Predicted Component and Total Engine Noise Comparisons for the Low-Wing Business Aircraft at Approach.

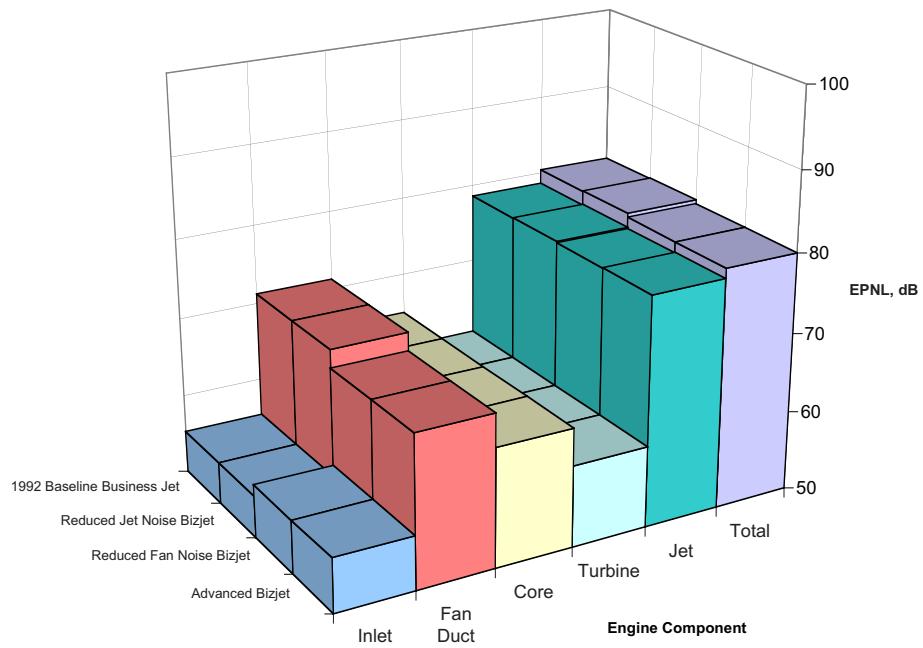


Figure 6. Predicted Component and Total Engine Noise Comparisons for the Low-Wing Business Aircraft at Takeoff.

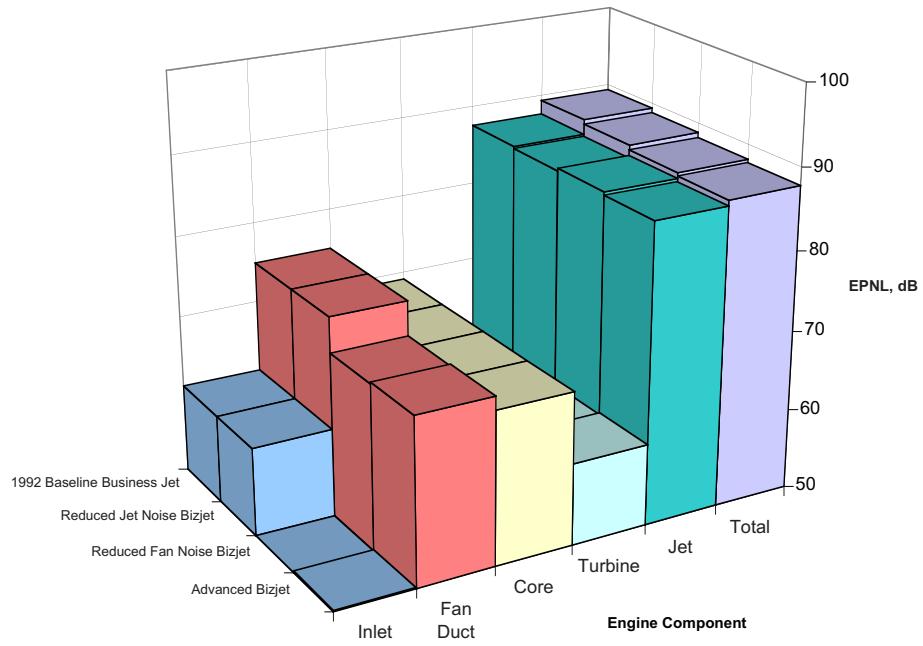


Figure 7. Predicted Component and Total Engine Noise Comparisons for the Low-Wing Business Aircraft at Sideline.

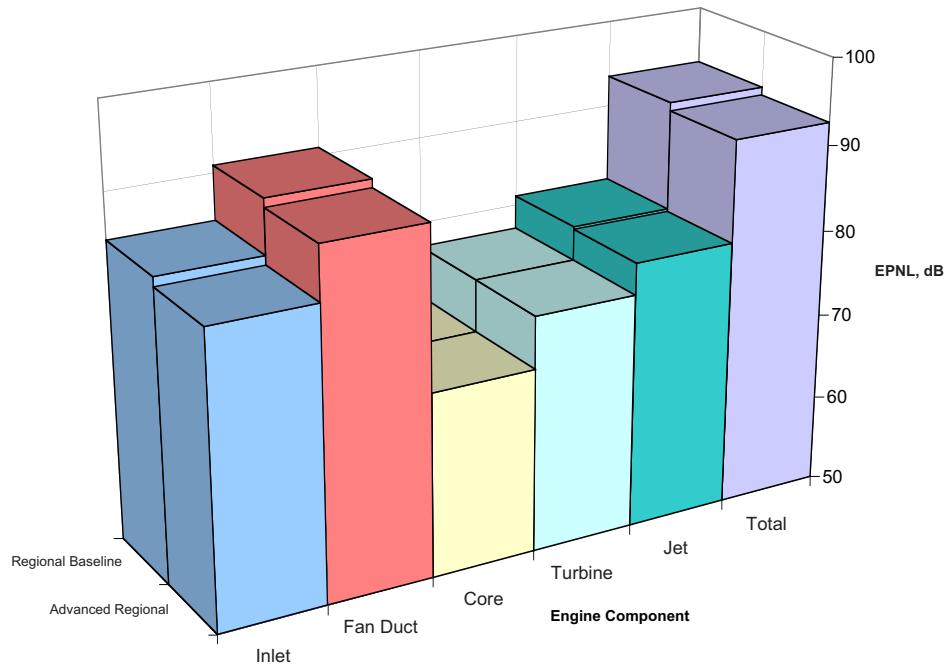


Figure 8. Predicted Component and Total Engine Noise Comparisons for the High-Wing Regional Aircraft at Approach.

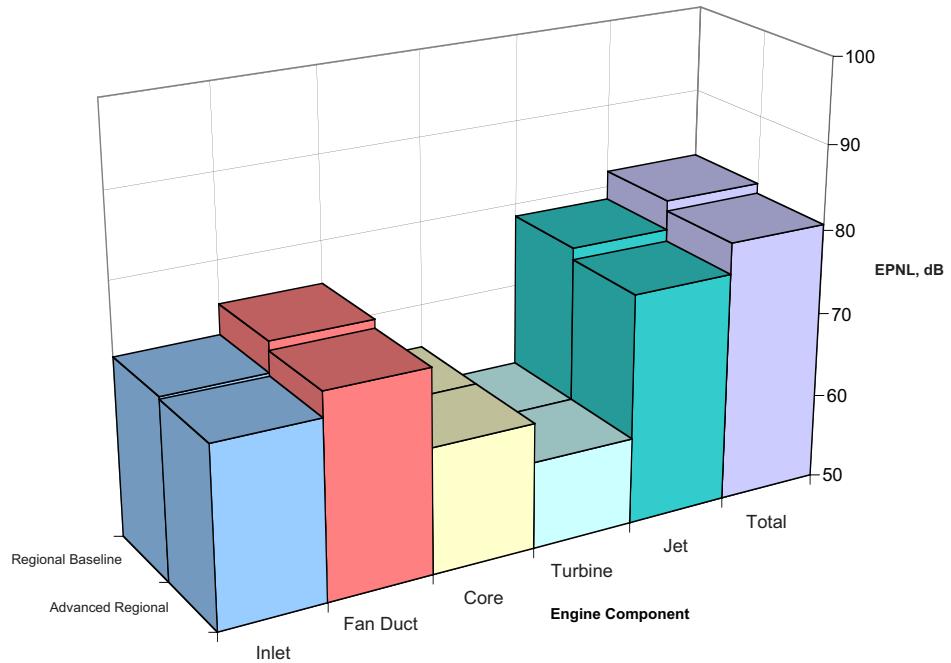


Figure 9. Predicted Component and Total Engine Noise Comparisons for the High-Wing Regional Aircraft at Takeoff.

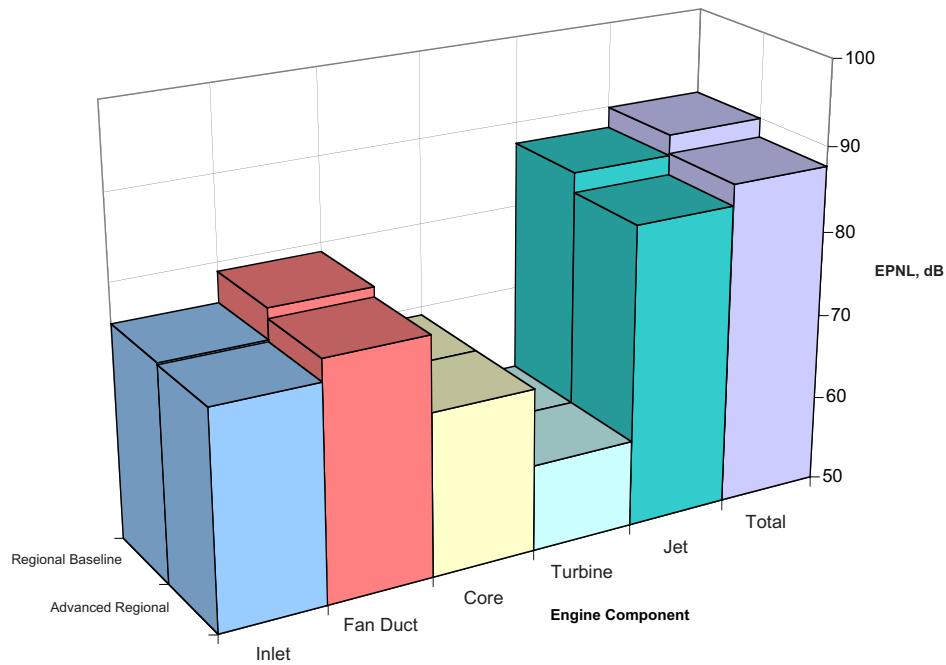


Figure 10. Predicted Component and Total Engine Noise Comparisons for the High-Wing Regional Aircraft at Sideline.

5. COMMUNITY EXPOSURE NOISE PREDICTIONS

In addition to predicting the reductions in FAA certification noise levels, due to the application of the AST noise reduction technologies, another requirement of SET Task 24 was to predict the community exposure noise levels associated with the five aircraft configurations in the study. These community exposure noise levels were prepared in the form of noise contours, and were compared with results for the equivalent baseline technology aircraft (the low-wing 1992-technology business jet and the high-wing regional baseline aircraft).

The program selected to perform the community exposure noise predictions was the Integrated Noise Model (INM)^[4, 5] developed by the Federal Aviation Administration (FAA). An earlier version of this tool was used to produce the original 1992 baseline technology aircraft community noise exposure predictions of Reference 1. The INM program predicts aircraft noise levels in the vicinity of airports. It is used to assess changes in noise impact resulting from new or extended runways, new traffic demand and fleet mix, revised routings and airspace structures, alternative flight profiles, and modifications to other operational procedures.

For application to SET Task 24, the INM program was applied to determine the noise impact of a single aircraft, for a single approach and departure on one runway of a generic study airport. This is a much simpler case than the typical INM analysis for a specified fleet mix at an airport with multiple runways. Analyses were performed for noise metrics of Effective Perceived Noise Level (EPNL), and A-Weighted Sound Exposure Level (SEL). These analyses were equivalent to those performed for the 1992 Baseline Technology Noise Level study. The same conditions as in the original baseline study were used for the Task 24 study, including airport runway configuration and approach and departure flight tracks and profiles.

The current version of the INM program (Version 5.2a) is significantly different from the version used for the 1992 baseline study (Version 4.11). The most notable difference is that the new version uses a Graphical User Interface (GUI), as opposed to the text file input of Version 4.11. In order to verify that the new version of INM produced the same results as Version 4.11, the 1992 baseline case was rerun. This required that the data from the original input files for the 1992 baseline study had to be input via the GUI. The new calculation of the 1992 Baseline Technology case produced results that were very close to those of the original study. The contour plots for the original analyses are shown in Figure 11, and those for the new prediction are presented in Figure 12. It should be noted that the slight differences in computed contour areas for each noise level for the two cases may be attributed to modifications in the new version of INM.

Following this verification of program function, INM was used to predict community exposure noise levels for the five new aircraft/engine configurations, including noise reduction technologies. For each of the five configurations, Noise-Power-Distance (NPD) curves were generated in the GASP program, by performing flyover analyses at three thrust settings, and multiple altitudes. The NPD curves were then input to the INM program as different noise models, each representing a different aircraft type. INM analyses were then performed to predict both EPNL and SEL for each of the five configurations.

Once the INM predictions were completed, contour plots of noise exposure in the vicinity of the test airport were generated, for both EPNL and SEL metrics. These contour plots are shown in

Figure 13 through 15 for the business jet configurations, and Figures 16 and 17, for the regional configurations. Comparing the results in Figure 13 through 15 to the baseline plots of Figure 12 for the business jet, it is difficult to visually discern any differences in the contours. Similarly, for the regional aircraft, no differences in contours are evident between the advanced regional aircraft of Figure 17, and the regional baseline of Figure 17. This is due to the lack of significant reduction in noise levels for the aircraft/engine configurations using AST noise reduction technologies, as was observed in Section 4.

However, a quantitative reduction in area for each of the noise level contours is evident for the advanced business jet and advanced regional jet, when the areas are compared with those of the equivalent baseline cases. These quantitative reductions in area are tabulated in each of the figures for the noise reduction technologies.

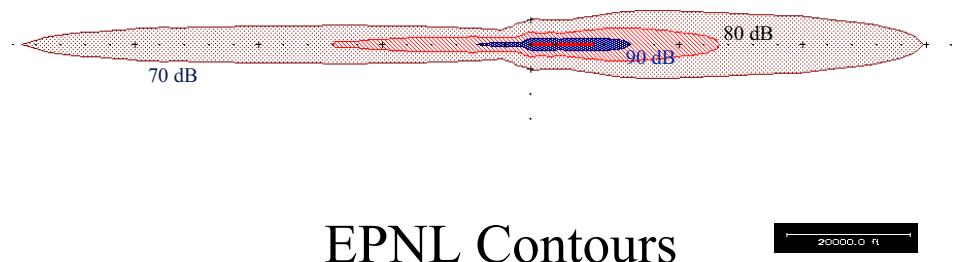
In order to more easily distinguish the reduced noise levels for the configurations with noise reduction technologies, contours of differences in SEL between the baseline and advanced configurations were plotted in Figures 18 and 19. Noise exposure is reduced in the airport vicinity for both the advanced business jet and the advanced regional aircraft; however, the changes in levels are not substantial.

Despite the lack of significant reductions in predicted noise exposure, for the configurations using noise reduction technologies, the INM program clearly provides a useful technique for predicting community exposure noise levels. In addition, INM provides a means, through the contour plots of noise metric differences, of graphically displaying the benefits of applying noise reduction technology.

1992 Technology Noise Levels Business Jet Aircraft

Contour Level, EPNL

<u>Contour Level, EPNL</u>	<u>Contour Area, Sq Mi</u>
70	35.5
80	7.0
90	1.3



Contour Level, SEL

<u>Contour Level, SEL</u>	<u>Contour Area, Sq Mi</u>
70	39.4
80	5.8
90	0.8

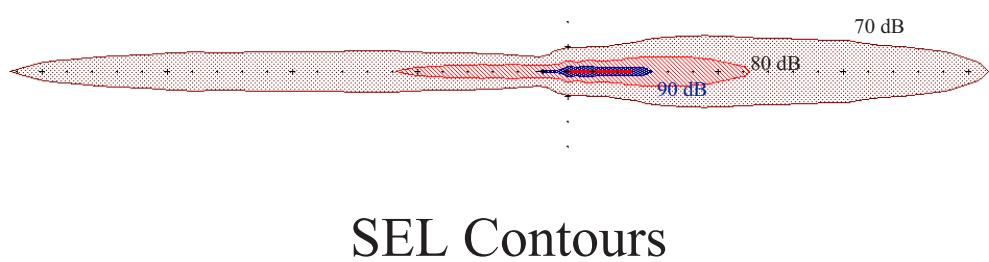
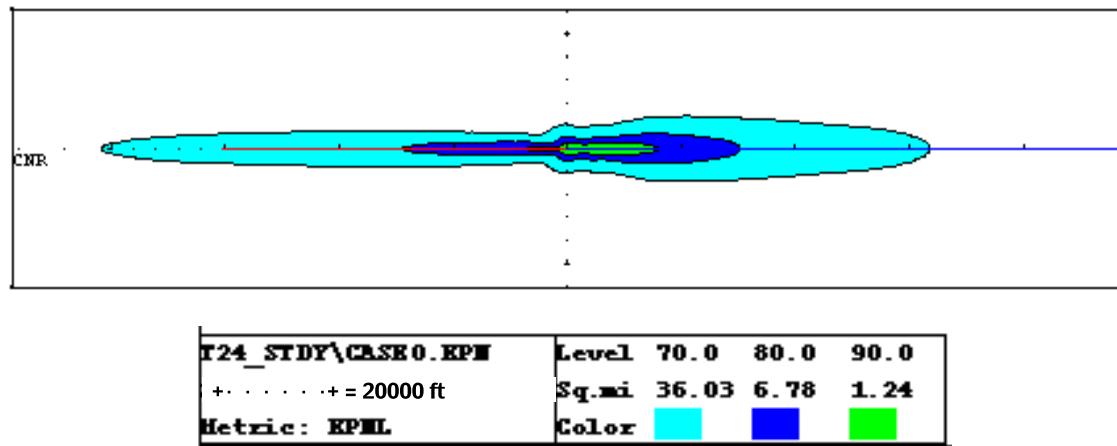


Figure 11. Original EPNL and SEL Noise Contours for the 1992 Baseline Technology Aircraft, As Predicted by INM (Version 4.11).

EPNL Contours for 1992 Technology Baseline Business Jet



SEL Contours for 1992 Technology Baseline Business Jet

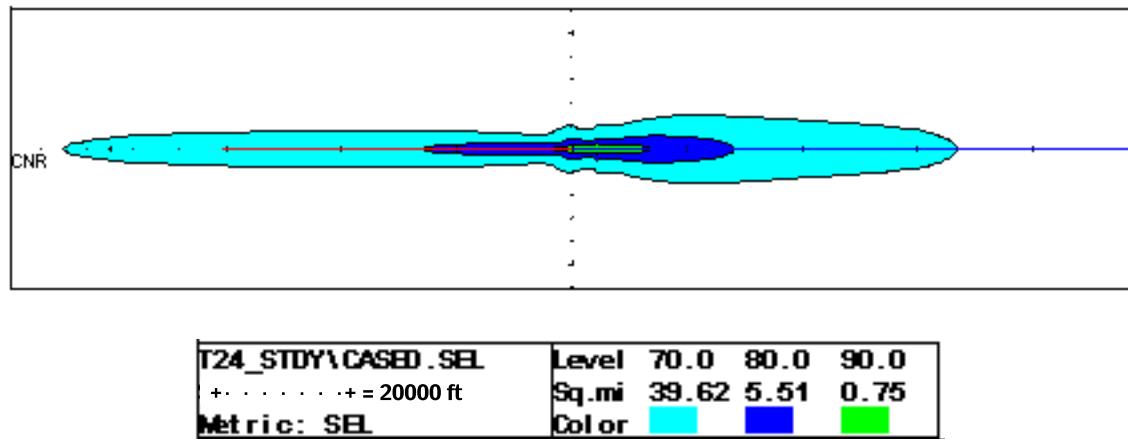
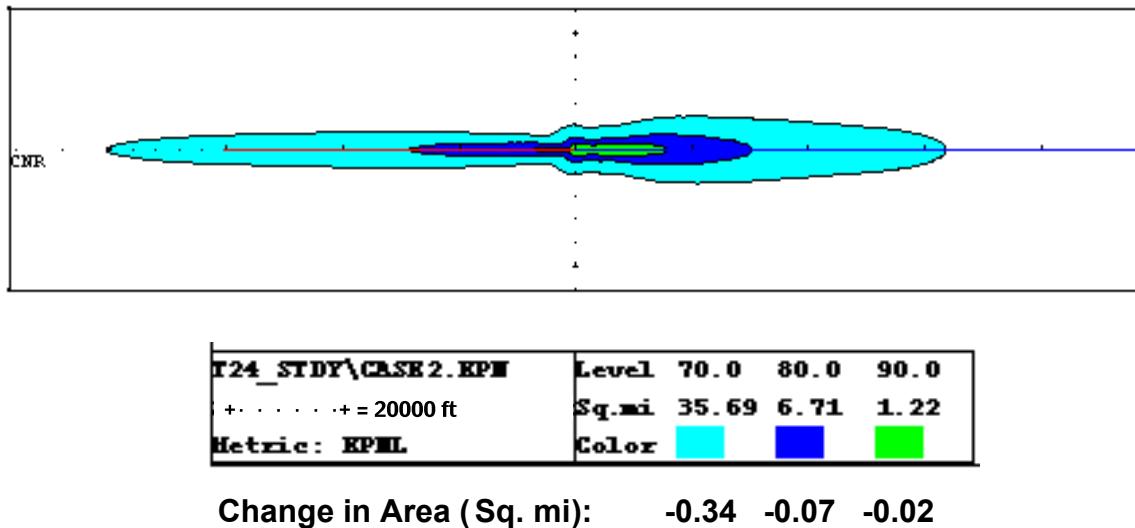


Figure 12. New Prediction of EPNL and SEL Noise Contours for the 1992 Baseline Technology Business Aircraft, Using INM (Version 5.2a).

EPNL Contours for Reduced Jet Noise Business Jet



SEL Contours for Reduced Jet Noise Business Jet

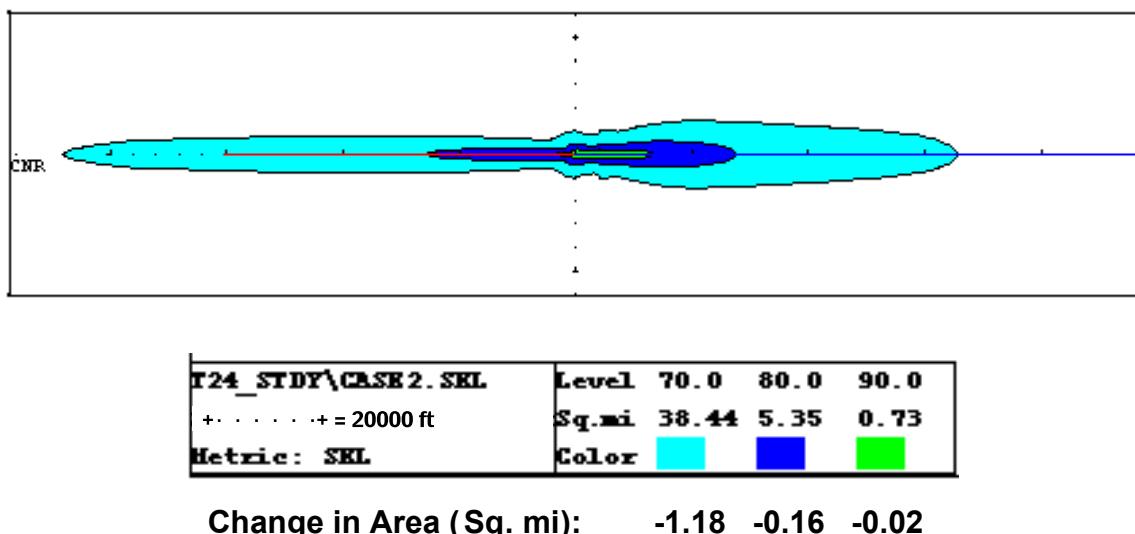
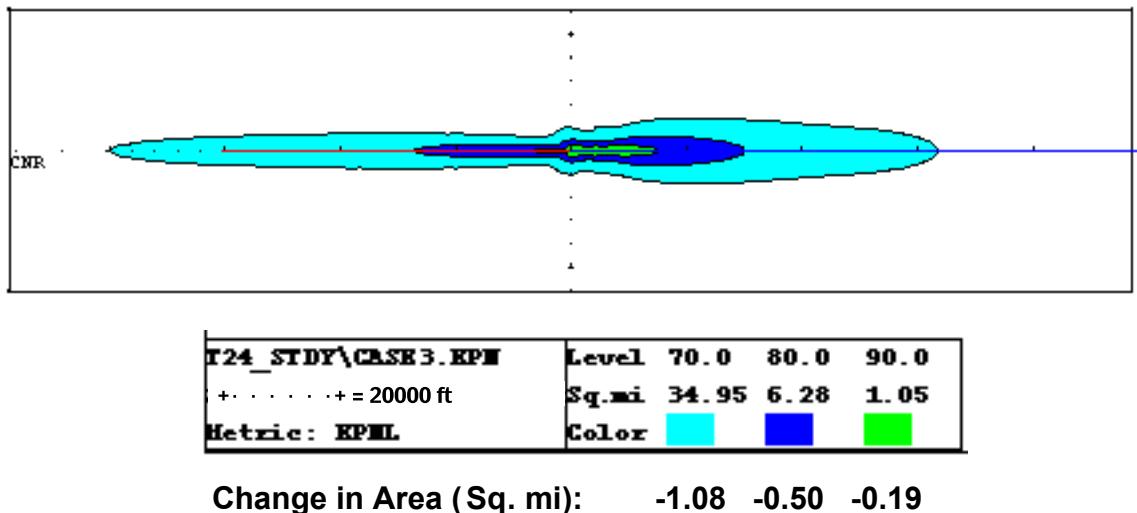


Figure 13. INM Prediction of EPNL and SEL Noise Contours for the Reduced Jet Noise Business Jet (Configuration 2).

EPNL Contours for Reduced Fan Noise Business Jet



SEL Contours for Reduced Fan Noise Business Jet

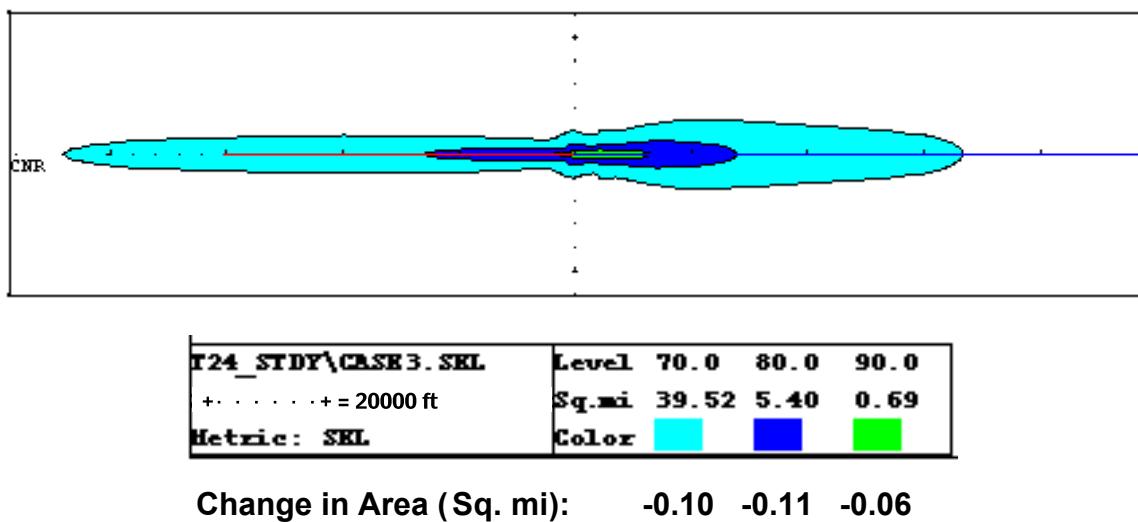
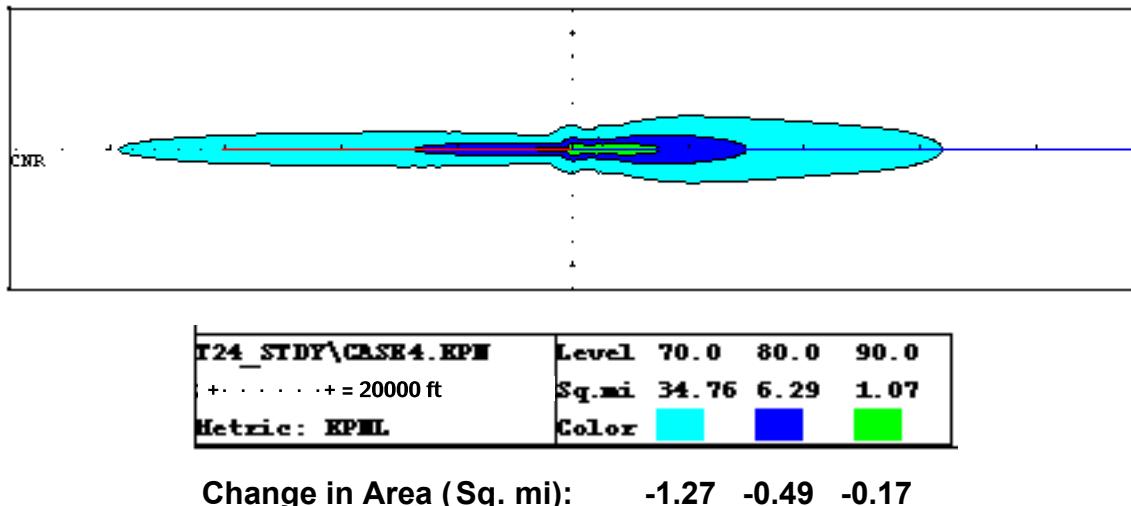


Figure 14. INM Prediction of EPNL and SEL Noise Contours for the Reduced Fan Noise Business Jet (Configuration 3).

EPNL Contours for Advanced Business Jet



SEL Contours for Advanced Business Jet

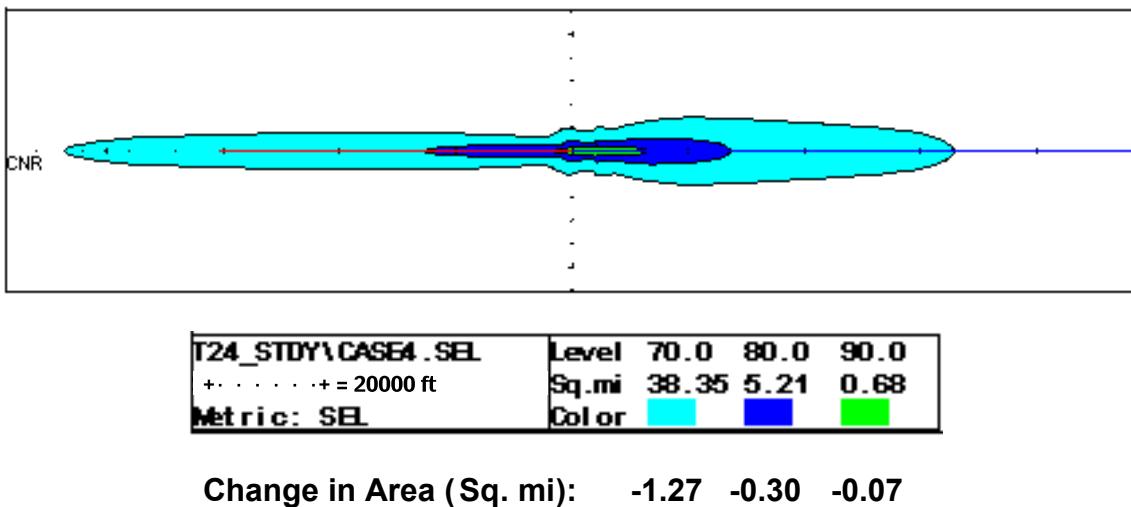
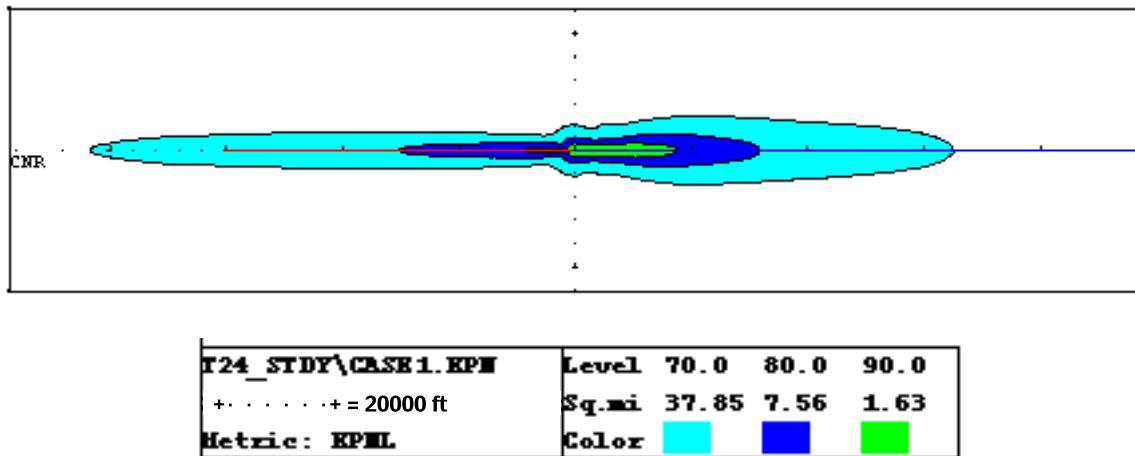


Figure 15. INM Prediction of EPNL and SEL Noise Contours for the Advanced Business Jet (Configuration 4).

EPNL Contours for Regional Baseline



SEL Contours for Regional Baseline

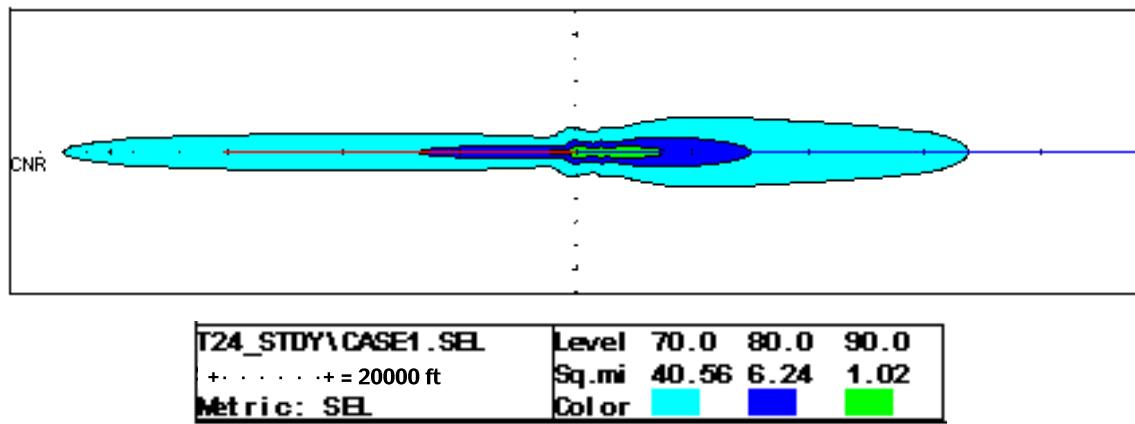
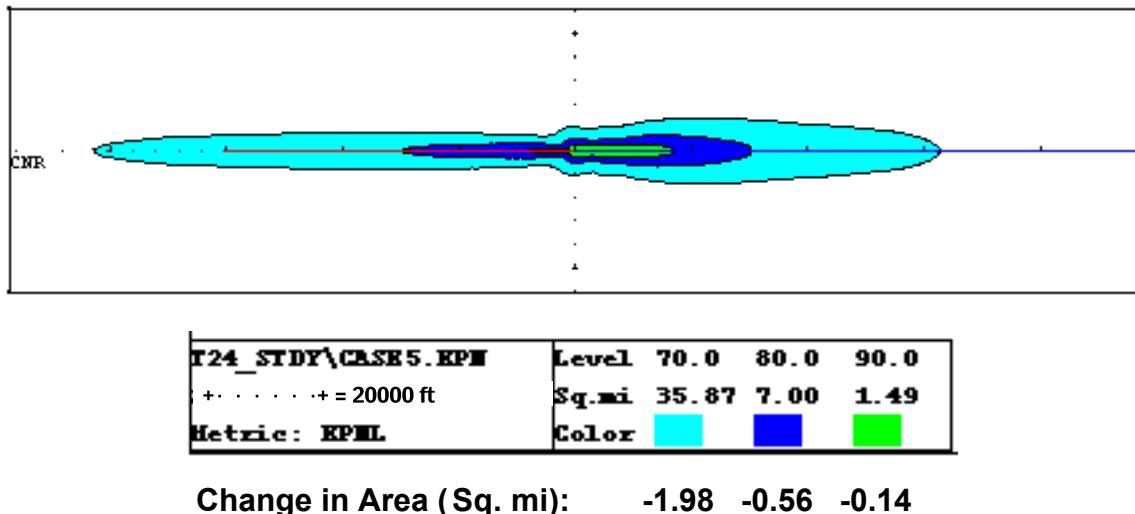


Figure 16. INM Prediction of EPNL and SEL Noise Contours for the Regional Baseline Aircraft (Configuration 1).

EPNL Contours for Advanced Regional



SEL Contours for Advanced Regional

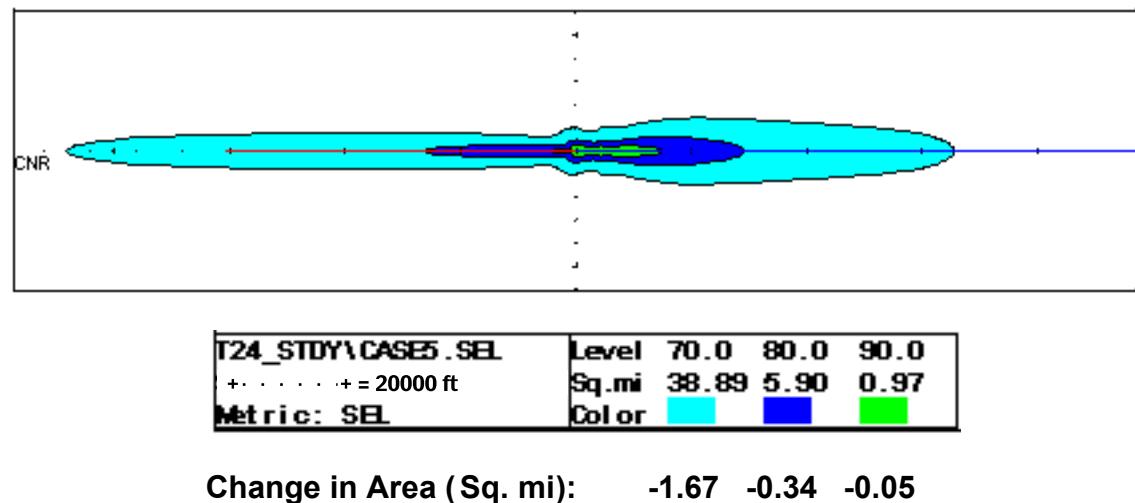


Figure 17. INM Prediction of EPNL and SEL Noise Contours for the Advanced Regional Aircraft (Configuration 5).

SEL Difference Contours for Advanced Business Jet Relative to Baseline Business Jet

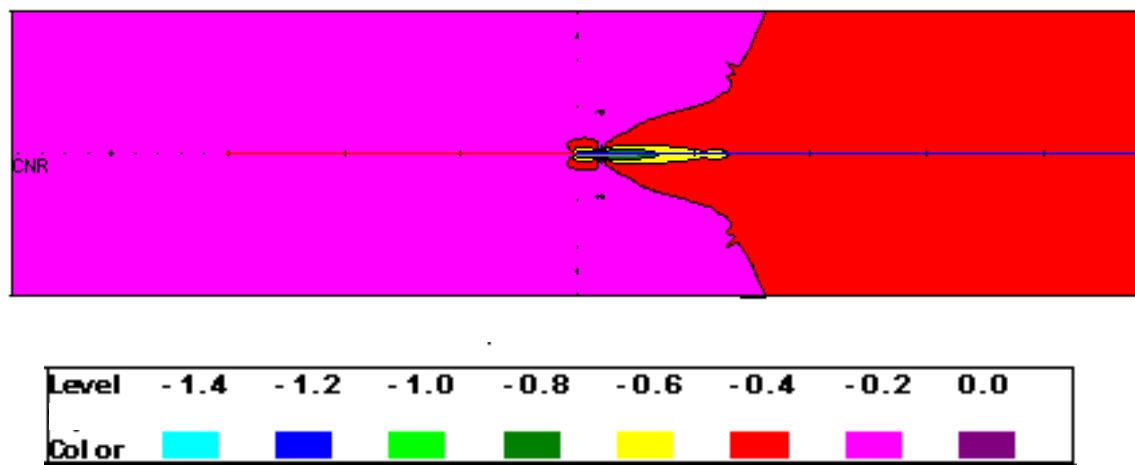


Figure 18. Contours of Differences in SEL for the Advanced Business Jet Relative to the 1992 Baseline Business Jet, as Predicted by INM.

SEL Difference Contours for Advanced Regional Relative to Regional Baseline

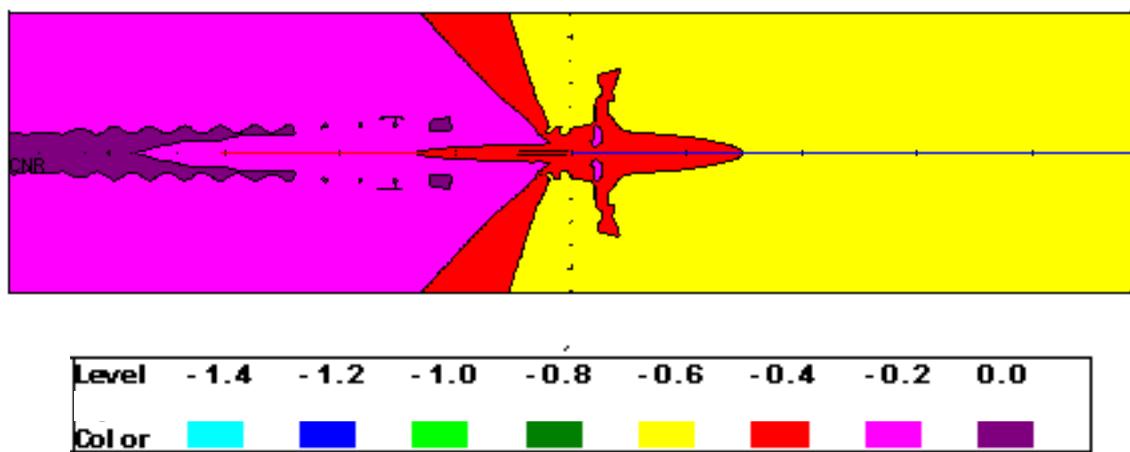


Figure 19. Contours of Differences in SEL for the Advanced Regional Aircraft Relative to the Regional Baseline, as Predicted by INM.

6. ASSESSMENT OF PROGRESS USING AST TECHNOLOGY RELATIVE TO BASELINE

Based on the results presented in the preceding sections, reductions in overall noise were predicted for aircraft/engine configurations using technologies developed through the AST Noise Reduction program. However, the combinations of AST noise reduction technologies that were investigated produced overall noise reductions of approximately 2 dB or less. In contrast, test data for the various AST noise reduction technologies demonstrated much greater reductions.

This difference in results arose because the 1992 Baseline Business Jet engine cycle, which was used in the study noise predictions, was not optimized to take advantage of the noise reduction technologies. This led to the variable area mixed flow exhaust nozzle being operated at a pressure ratio which was significantly lower than that for which its noise reduction benefits were maximized. Similarly, the Separate Flow Nozzle with Chevrons was not operated at optimum conditions.

In order to adequately assess the benefit of the various AST noise reduction technologies, the restriction of maintaining the 1992 Baseline engine cycle would need to be relaxed. Instead, if the overall engine performance parameters of thrust, etc., were maintained and other cycle parameters were optimized, greater flexibility would be possible in integrating the noise reduction technologies. Without taking this approach, a realistic assessment of progress achieved by using the AST noise reduction technologies cannot be made.

7. CONCLUSIONS AND RECOMMENDATIONS

A process was successfully demonstrated to assess the noise reductions resulting from combinations of noise reduction technologies applied to a baseline aircraft/engine configuration. In addition, reduced noise levels were successfully predicted for a series of configurations using AST-developed noise reduction technologies.

However, the use of the 1992 Baseline engine cycle did not allow the AST noise reduction technologies to achieve their maximum noise reductions in the configurations studied. An alternate approach for performing the comparison of baseline and new technology aircraft/engine configurations would be to optimize the baseline engine cycle to take maximum advantage of the noise reduction technologies. This would allow a more reasonable assessment of the benefits of the AST-developed noise reduction technologies.

8. REFERENCES

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3. Mitchell, J.A., Barton, C.K., Kisner, L.S., Lyon, C.A., "Computer Program to Predict Noise of General Aviation Aircraft: Final Report and User's Guide," NASA Report CR-168050, National Aeronautics and Space Administration, Lewis Research Center, September 1982.
4. Fleming, G.G., Olmstead, J.R., D'Aprile, J.R., Gerbi, P.J., Gulding, J.M., Plante, J.A., "Integrated Noise Model (INM) Version 5.1 Technical Manual," FAA Report FAA-AEE-97-04, December 1997.
5. Olmstead, J.R., et al., "Integrated Noise Model (INM) Version 5.1 User's Guide," FAA Report FAA-AEE-96-02, December 1996.
6. Lieber, L.S., "Small Engine Technology (SET) Task 13 – ANOPP Noise Prediction For Small Engines – Final Report," AlliedSignal Engines & Systems Report 21-10786, NASA Report CR-2000-209706, September 2000.

APPENDIX I

**TABULATED FLYOVER NOISE DIFFERENCES FOR
VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE
RELATIVE TO BASELINE**

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

27.6 DEG				48.8 DEG				50.9 DEG						
BAND	FANI	FAND	JET	BAND	FANI	FAND	JET	BAND	FANI	FAND	JET	TOTAL	TOTAL	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

30.8 DEG					50 DEG					53.1 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

34.9 DEG					51.2 DEG					55.4 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

40.3 DEG					52.5 DEG					57.8 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

47.6 DEG					53.9 DEG					60.5 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

57.6 DEG					55.3 DEG					63.4 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

70.9 DEG					56.8 DEG					66.4 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

87.4 DEG					58.4 DEG					69.7 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

105 DEG					60.1 DEG					73.1 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	-0.9	-0.9	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	-0.8	-0.8	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	-0.5	-0.5	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.2	0.2	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.6	0.5	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	-0.6	-0.5	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	-0.5	-0.4	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	-0.9	-0.6	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	-0.3	-0.2	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	-0.5	-0.3	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	-0.5	-0.3	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	-0.9	-0.6	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	-1.7	-0.9	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	-1.9	-0.8	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	-8.5	-1.4	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

120.8 DEG					61.9 DEG					76.8 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	-1.2	-1.2	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	-1.0	-0.9	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	-0.9	-0.8	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	-0.2	-0.3	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.1	0.1	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	-0.7	-0.6	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	-0.3	-0.3	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	-1.1	-0.7	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	-1.3	-0.8	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	-1.4	-0.7	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	-0.9	-0.5	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	-1.1	-0.6	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	-1.1	-0.5	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	-1.3	-0.4	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	-7.1	-0.9	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF								SIDELINE							
	133.3 DEG				63.7 DEG				80.6 DEG							
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL		
17	0.0	0.0	-1.2	-1.2	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	0.0	0.0
18	0.0	0.0	-1.2	-1.2	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	-1.1	-1.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	0.0	0.0
20	0.0	0.0	-1.0	-1.1	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	-0.8	-0.8	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	0.0	0.0
22	0.0	0.0	-1.0	-1.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	0.0	0.0
23	0.0	0.0	-1.0	-0.8	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	-2.0	-1.5	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	0.0	0.0
25	0.0	0.0	-1.7	-1.1	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	0.0	0.0
26	0.0	0.0	-1.8	-1.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	0.0	0.0
27	0.0	0.0	-2.0	-1.1	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	0.0	0.0
28	0.0	0.0	-2.0	-0.9	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	0.0	0.0
29	0.0	0.0	-1.4	-0.5	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	0.0	0.0
30	0.0	0.0	-1.0	-0.3	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	0.0	0.0
31	0.0	0.0	-5.8	-0.5	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE								
	142.4 DEG			65.7 DEG			84.6 DEG			BAND	FANI	FAND	JET	TOTAL
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	-1.7	-1.7	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	-1.5	-1.5	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	-1.6	-1.6	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	-1.7	-1.7	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	-1.5	-1.5	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	-1.7	-1.6	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	-1.5	-1.4	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	-2.0	-1.7	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	-1.9	-1.5	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	-2.0	-1.4	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	-2.0	-1.2	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	-2.3	-1.1	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	-2.2	-0.8	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	-2.3	-0.6	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	-7.5	-0.6	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE								
	149.2 DEG			67.7 DEG			88.6 DEG			BAND	FANI	FAND	JET	TOTAL
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	-1.8	-1.8	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	-1.7	-1.7	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	-2.0	-2.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	-1.7	-1.7	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	-1.4	-1.5	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	-2.3	-2.2	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	-2.0	-1.8	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	-2.4	-2.2	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	-2.0	-1.6	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	-2.2	-1.6	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	-1.8	-1.3	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	-2.1	-1.3	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	-2.1	-1.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	-2.0	-0.6	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	-6.6	-0.7	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	69.9 DEG					92.8 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	-0.1	-0.2
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	-0.2	-0.2
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	-0.3	-0.3
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	-0.2	-0.2
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	-0.4	-0.4
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	-0.3	-0.3
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	-0.2	-0.1
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	-0.4	-0.4
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	-0.3	-0.3
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	-0.4	-0.3
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	-0.1
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	-0.2	-0.2
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.6	0.5
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	-0.8	-0.8
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	72.1 DEG					96.9 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	-0.1	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.2	0.2
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	-0.2	-0.2
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	-0.3	-0.3
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	-0.5	-0.5
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	-0.6	-0.5
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	-0.1	-0.2
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	-0.4	-0.4
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	-0.3	-0.3
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	-0.3	-0.2
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.1	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	1.6	1.5
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	-1.5	-1.2
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE					
	74.5 DEG					101.1 DEG					
	BAND	FANI	FAND	JET	TOTAL		BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0		17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0		18	0.0	0.0	0.1	0.2
	19	0.0	0.0	0.0	0.0		19	0.0	0.0	0.3	0.3
	20	0.0	0.0	0.0	0.0		20	0.0	0.0	0.3	0.3
	21	0.0	0.0	0.0	0.0		21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0		22	0.0	0.0	-0.4	-0.3
	23	0.0	0.0	0.0	0.0		23	0.0	0.0	-0.4	-0.3
	24	0.0	0.0	0.0	0.0		24	0.0	0.0	-0.3	-0.3
	25	0.0	0.0	0.0	0.0		25	0.0	0.0	0.1	0.1
	26	0.0	0.0	0.0	0.0		26	0.0	0.0	-0.2	-0.1
	27	0.0	0.0	0.0	0.0		27	0.0	0.0	-0.1	-0.1
	28	0.0	0.0	0.0	0.0		28	0.0	0.0	0.0	-0.1
	29	0.0	0.0	0.0	0.0		29	0.0	0.0	-0.2	-0.2
	30	0.0	0.0	0.0	0.0		30	0.0	0.0	0.2	0.2
	31	0.0	0.0	0.0	0.0		31	0.0	0.0	2.4	2.2
	32	0.0	0.0	0.0	0.0		32	0.0	0.0	-1.5	-1.4
	33	0.0	0.0	0.0	0.0		33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0		34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0		35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0		36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0		37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0		38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0		39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0		40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	76.9 DEG					105.2 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	-0.2	-0.1
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	-0.1	-0.1
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.1	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	-0.1
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	-0.3	-0.3
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	-0.5	-0.4
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	-0.6	-0.4
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	-0.3	-0.3
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	-0.1	-0.1
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	-0.5	-0.4
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	-0.7	-0.7
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	-0.8	-0.7
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	-0.7	-0.6
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	-0.6	-0.6
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	1.8	1.7
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	-1.8	-1.5
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	79.4 DEG					109.2 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.5	0.5
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.3	0.3
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.4	0.4
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.3	0.3
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	-0.1	-0.1
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	-0.3	-0.3
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	-0.6	-0.6
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	-0.2	-0.2
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	-0.1	-0.1
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	-0.3	-0.2
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	-0.5	-0.5
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	-0.1	-0.1
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.1	0.1
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	-0.3	-0.3
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	-0.4	-0.4
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	-0.9	-0.7
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	82.1 DEG					113 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	-0.2	-0.1
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.2	0.3
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.2	0.2
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	-0.1	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.1
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	-0.4	-0.4
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	-0.5	-0.4
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	-0.3	-0.3
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	-0.2	-0.2
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	-0.6	-0.6
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	-1.2	-1.1
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	-0.9	-0.9
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	-1.0	-0.9
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	-0.9	-0.8
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	-0.3	-0.4
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	-1.5	-1.2
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE					
	84.8 DEG					116.7 DEG					
	BAND	FANI	FAND	JET	TOTAL		BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0		17	0.0	0.0	0.2	0.1
	18	0.0	0.0	0.0	0.0		18	0.0	0.0	0.3	0.4
	19	0.0	0.0	0.0	0.0		19	0.0	0.0	0.3	0.3
	20	0.0	0.0	0.0	0.0		20	0.0	0.0	-0.1	-0.1
	21	0.0	0.0	0.0	0.0		21	0.0	0.0	-0.2	-0.1
	22	0.0	0.0	0.0	0.0		22	0.0	0.0	-0.5	-0.4
	23	0.0	0.0	0.0	0.0		23	0.0	0.0	-0.5	-0.4
	24	0.0	0.0	0.0	0.0		24	0.0	0.0	-0.4	-0.4
	25	0.0	0.0	0.0	0.0		25	0.0	0.0	-0.3	-0.2
	26	0.0	0.0	0.0	0.0		26	0.0	0.0	-0.5	-0.4
	27	0.0	0.0	0.0	0.0		27	0.0	0.0	-1.0	-0.9
	28	0.0	0.0	0.0	0.0		28	0.0	0.0	-1.1	-1.1
	29	0.0	0.0	0.0	0.0		29	0.0	0.0	-1.3	-1.3
	30	0.0	0.0	0.0	0.0		30	0.0	0.0	-1.2	-1.1
	31	0.0	0.0	0.0	0.0		31	0.0	0.0	-1.2	-1.1
	32	0.0	0.0	0.0	0.0		32	0.0	0.0	-2.3	-2.0
	33	0.0	0.0	0.0	0.0		33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0		34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0		35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0		36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0		37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0		38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0		39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0		40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE					
	87.5 DEG					120.3 DEG					
	BAND	FANI	FAND	JET	TOTAL		BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0		17	0.0	0.0	0.6	0.6
	18	0.0	0.0	0.0	0.0		18	0.0	0.0	0.6	0.5
	19	0.0	0.0	0.0	0.0		19	0.0	0.0	0.3	0.3
	20	0.0	0.0	0.0	0.0		20	0.0	0.0	0.1	0.1
	21	0.0	0.0	0.0	0.0		21	0.0	0.0	-0.3	-0.3
	22	0.0	0.0	0.0	0.0		22	0.0	0.0	-0.5	-0.5
	23	0.0	0.0	0.0	0.0		23	0.0	0.0	-0.5	-0.4
	24	0.0	0.0	0.0	0.0		24	0.0	0.0	-0.3	-0.4
	25	0.0	0.0	0.0	0.0		25	0.0	0.0	-0.2	-0.2
	26	0.0	0.0	0.0	0.0		26	0.0	0.0	-0.3	-0.3
	27	0.0	0.0	0.0	0.0		27	0.0	0.0	-0.9	-0.8
	28	0.0	0.0	0.0	0.0		28	0.0	0.0	-1.2	-1.2
	29	0.0	0.0	0.0	0.0		29	0.0	0.0	-1.4	-1.4
	30	0.0	0.0	0.0	0.0		30	0.0	0.0	-1.7	-1.6
	31	0.0	0.0	0.0	0.0		31	0.0	0.0	-2.2	-2.0
	32	0.0	0.0	0.0	0.0		32	0.0	0.0	-3.3	-2.8
	33	0.0	0.0	0.0	0.0		33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0		34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0		35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0		36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0		37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0		38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0		39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0		40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE					
	90.4 DEG					123.6 DEG					
	BAND	FANI	FAND	JET	TOTAL		BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0		17	0.0	0.0	0.4	0.4
	18	0.0	0.0	0.0	0.1		18	0.0	0.0	0.6	0.6
	19	0.0	0.0	0.1	0.0		19	0.0	0.0	0.1	0.1
	20	0.0	0.0	0.0	0.0		20	0.0	0.0	0.3	0.3
	21	0.0	0.0	0.1	0.1		21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0		22	0.0	0.0	-0.4	-0.4
	23	0.0	0.0	0.0	0.0		23	0.0	0.0	-0.4	-0.4
	24	0.0	0.0	0.1	0.0		24	0.0	0.0	-0.3	-0.3
	25	0.0	0.0	0.0	0.0		25	0.0	0.0	-0.3	-0.3
	26	0.0	0.0	0.0	0.0		26	0.0	0.0	-0.6	-0.5
	27	0.0	0.0	0.0	-0.1		27	0.0	0.0	-1.4	-1.3
	28	0.0	0.0	-0.1	-0.1		28	0.0	0.0	-1.6	-1.5
	29	0.0	0.0	-0.2	-0.1		29	0.0	0.0	-1.6	-1.5
	30	0.0	0.0	-0.1	-0.1		30	0.0	0.0	-2.5	-2.4
	31	0.0	0.0	-0.1	-0.1		31	0.0	0.0	-2.6	-2.4
	32	0.0	0.0	-0.1	-0.1		32	0.0	0.0	-4.0	-3.2
	33	0.0	0.0	0.0	0.0		33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0		34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0		35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0		36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0		37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0		38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0		39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0		40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE					
	93.2 DEG					126.7 DEG					
	BAND	FANI	FAND	JET	TOTAL		BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.4	0.3		17	0.0	0.0	0.6	0.6
	18	0.0	0.0	0.5	0.5		18	0.0	0.0	0.5	0.5
	19	0.0	0.0	0.4	0.4		19	0.0	0.0	0.2	0.2
	20	0.0	0.0	0.5	0.5		20	0.0	0.0	0.2	0.3
	21	0.0	0.0	0.4	0.5		21	0.0	0.0	-0.2	-0.2
	22	0.0	0.0	0.3	0.2		22	0.0	0.0	-0.5	-0.4
	23	0.0	0.0	0.1	0.1		23	0.0	0.0	-0.6	-0.5
	24	0.0	0.0	0.4	0.4		24	0.0	0.0	-0.5	-0.5
	25	0.0	0.0	0.1	0.1		25	0.0	0.0	-0.5	-0.5
	26	0.0	0.0	-0.2	-0.2		26	0.0	0.0	-0.6	-0.5
	27	0.0	0.0	-0.4	-0.3		27	0.0	0.0	-1.2	-1.2
	28	0.0	0.0	-0.8	-0.7		28	0.0	0.0	-1.0	-1.0
	29	0.0	0.0	-1.0	-0.9		29	0.0	0.0	-0.6	-0.5
	30	0.0	0.0	-0.9	-0.7		30	0.0	0.0	-1.4	-1.4
	31	0.0	0.0	-0.9	-0.6		31	0.0	0.0	-1.1	-0.9
	32	0.0	0.0	-1.1	-0.6		32	0.0	0.0	-2.3	-1.9
	33	0.0	0.0	0.0	0.0		33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0		34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0		35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0		36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0		37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0		38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0		39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0		40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	96.2 DEG					129.6 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.6	0.7	17	0.0	0.0	0.5	0.5
	18	0.0	0.0	0.6	0.7	18	0.0	0.0	0.4	0.4
	19	0.0	0.0	0.6	0.5	19	0.0	0.0	0.2	0.2
	20	0.0	0.0	0.6	0.6	20	0.0	0.0	0.1	0.1
	21	0.0	0.0	0.7	0.7	21	0.0	0.0	-0.3	-0.3
	22	0.0	0.0	0.4	0.4	22	0.0	0.0	-0.7	-0.6
	23	0.0	0.0	0.3	0.4	23	0.0	0.0	-0.7	-0.8
	24	0.0	0.0	0.7	0.6	24	0.0	0.0	-0.5	-0.4
	25	0.0	0.0	0.2	0.3	25	0.0	0.0	-0.7	-0.6
	26	0.0	0.0	0.0	-0.1	26	0.0	0.0	-0.7	-0.7
	27	0.0	0.0	-0.4	-0.4	27	0.0	0.0	-1.1	-1.0
	28	0.0	0.0	-1.1	-0.9	28	0.0	0.0	-0.9	-0.9
	29	0.0	0.0	-1.4	-1.2	29	0.0	0.0	-0.3	-0.3
	30	0.0	0.0	-1.2	-1.0	30	0.0	0.0	-1.1	-1.1
	31	0.0	0.0	-1.4	-1.1	31	0.0	0.0	-0.5	-0.4
	32	0.0	0.0	-2.1	-1.2	32	0.0	0.0	-1.4	-1.2
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	99.1 DEG					132.3 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.7	0.7	17	0.0	0.0	0.4	0.4
	18	0.0	0.0	0.7	0.6	18	0.0	0.0	0.2	0.2
	19	0.0	0.0	0.5	0.5	19	0.0	0.0	0.2	0.2
	20	0.0	0.0	0.5	0.5	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.7	0.7	21	0.0	0.0	-0.4	-0.4
	22	0.0	0.0	0.4	0.4	22	0.0	0.0	-0.9	-0.9
	23	0.0	0.0	0.7	0.6	23	0.0	0.0	-1.1	-1.1
	24	0.0	0.0	0.9	0.8	24	0.0	0.0	-0.3	-0.3
	25	0.0	0.0	0.7	0.6	25	0.0	0.0	-0.8	-0.9
	26	0.0	0.0	0.6	0.5	26	0.0	0.0	-0.8	-0.7
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	-1.1	-1.0
	28	0.0	0.0	-0.6	-0.5	28	0.0	0.0	-1.1	-1.1
	29	0.0	0.0	-1.1	-0.9	29	0.0	0.0	-0.5	-0.4
	30	0.0	0.0	-1.0	-0.8	30	0.0	0.0	-1.4	-1.3
	31	0.0	0.0	-1.5	-1.1	31	0.0	0.0	-0.7	-0.7
	32	0.0	0.0	-3.1	-1.5	32	0.0	0.0	-1.2	-0.9
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE					
	102 DEG					134.8 DEG					
	BAND	FANI	FAND	JET	TOTAL		BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.7	0.7		17	0.0	0.0	0.2	0.2
	18	0.0	0.0	0.7	0.6		18	0.0	0.0	0.2	0.2
	19	0.0	0.0	0.5	0.5		19	0.0	0.0	0.1	0.0
	20	0.0	0.0	0.5	0.5		20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.5	0.5		21	0.0	0.0	-0.4	-0.4
	22	0.0	0.0	0.4	0.3		22	0.0	0.0	-0.7	-0.6
	23	0.0	0.0	0.7	0.6		23	0.0	0.0	-0.9	-0.9
	24	0.0	0.0	0.9	0.7		24	0.0	0.0	-0.5	-0.6
	25	0.0	0.0	0.6	0.5		25	0.0	0.0	-0.9	-1.0
	26	0.0	0.0	0.4	0.3		26	0.0	0.0	-0.9	-0.9
	27	0.0	0.0	0.1	0.0		27	0.0	0.0	-1.0	-1.1
	28	0.0	0.0	-0.6	-0.6		28	0.0	0.0	-0.9	-1.0
	29	0.0	0.0	-1.1	-0.9		29	0.0	0.0	-0.4	-0.4
	30	0.0	0.0	-1.0	-0.8		30	0.0	0.0	-1.2	-1.1
	31	0.0	0.0	-1.3	-0.9		31	0.0	0.0	-0.8	-0.8
	32	0.0	0.0	-2.6	-1.4		32	0.0	0.0	-1.4	-1.2
	33	0.0	0.0	0.0	0.0		33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0		34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0		35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0		36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0		37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0		38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0		39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0		40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	105 DEG					137.2 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.6	0.6	17	0.0	0.0	0.1	0.1
	18	0.0	0.0	0.7	0.7	18	0.0	0.0	0.2	0.2
	19	0.0	0.0	0.6	0.6	19	0.0	0.0	-0.1	-0.1
	20	0.0	0.0	0.5	0.5	20	0.0	0.0	0.1	0.1
	21	0.0	0.0	0.3	0.3	21	0.0	0.0	-0.3	-0.3
	22	0.0	0.0	0.4	0.4	22	0.0	0.0	-0.5	-0.5
	23	0.0	0.0	0.6	0.5	23	0.0	0.0	-0.7	-0.7
	24	0.0	0.0	0.7	0.6	24	0.0	0.0	-0.8	-0.8
	25	0.0	0.0	0.3	0.2	25	0.0	0.0	-1.0	-1.0
	26	0.0	0.0	-0.1	-0.1	26	0.0	0.0	-1.1	-1.1
	27	0.0	0.0	-0.2	-0.1	27	0.0	0.0	-1.0	-1.0
	28	0.0	0.0	-0.9	-0.8	28	0.0	0.0	-0.8	-0.8
	29	0.0	0.0	-1.1	-1.0	29	0.0	0.0	-0.3	-0.3
	30	0.0	0.0	-1.2	-0.9	30	0.0	0.0	-1.0	-1.0
	31	0.0	0.0	-1.1	-0.8	31	0.0	0.0	-1.0	-0.9
	32	0.0	0.0	-1.5	-0.8	32	0.0	0.0	-1.7	-1.5
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE					
	107.9 DEG					139.4 DEG					
	BAND	FANI	FAND	JET	TOTAL		BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.6	0.6		17	0.0	0.0	-0.1	-0.1
	18	0.0	0.0	0.7	0.6		18	0.0	0.0	-0.1	-0.1
	19	0.0	0.0	0.5	0.5		19	0.0	0.0	-0.2	-0.2
	20	0.0	0.0	0.4	0.3		20	0.0	0.0	-0.2	-0.2
	21	0.0	0.0	0.4	0.4		21	0.0	0.0	-0.5	-0.5
	22	0.0	0.0	0.4	0.4		22	0.0	0.0	-0.8	-0.8
	23	0.0	0.0	0.5	0.5		23	0.0	0.0	-0.7	-0.7
	24	0.0	0.0	0.8	0.7		24	0.0	0.0	-0.7	-0.7
	25	0.0	0.0	0.6	0.6		25	0.0	0.0	-0.9	-1.0
	26	0.0	0.0	0.3	0.3		26	0.0	0.0	-1.1	-1.2
	27	0.0	0.0	0.0	0.1		27	0.0	0.0	-1.2	-1.1
	28	0.0	0.0	-0.5	-0.4		28	0.0	0.0	-1.1	-1.0
	29	0.0	0.0	-0.9	-0.8		29	0.0	0.0	-0.9	-0.9
	30	0.0	0.0	-1.0	-0.8		30	0.0	0.0	-1.2	-1.2
	31	0.0	0.0	-1.4	-0.9		31	0.0	0.0	-1.0	-0.9
	32	0.0	0.0	-2.3	-1.1		32	0.0	0.0	-2.0	-1.7
	33	0.0	0.0	0.0	0.0		33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0		34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0		35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0		36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0		37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0		38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0		39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0		40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE					
	110.8 DEG					141.4 DEG					
	BAND	FANI	FAND	JET	TOTAL		BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.6	0.5		17	0.0	0.0	-0.2	-0.2
	18	0.0	0.0	0.6	0.6		18	0.0	0.0	-0.5	-0.5
	19	0.0	0.0	0.5	0.4		19	0.0	0.0	-0.4	-0.4
	20	0.0	0.0	0.4	0.4		20	0.0	0.0	-0.5	-0.5
	21	0.0	0.0	0.4	0.4		21	0.0	0.0	-0.6	-0.6
	22	0.0	0.0	0.3	0.4		22	0.0	0.0	-1.1	-1.1
	23	0.0	0.0	0.4	0.4		23	0.0	0.0	-0.8	-0.8
	24	0.0	0.0	0.8	0.7		24	0.0	0.0	-0.7	-0.7
	25	0.0	0.0	0.9	0.7		25	0.0	0.0	-0.9	-0.9
	26	0.0	0.0	0.4	0.4		26	0.0	0.0	-1.2	-1.1
	27	0.0	0.0	0.2	0.2		27	0.0	0.0	-1.3	-1.3
	28	0.0	0.0	-0.2	-0.3		28	0.0	0.0	-1.3	-1.3
	29	0.0	0.0	-0.9	-0.8		29	0.0	0.0	-1.5	-1.6
	30	0.0	0.0	-0.9	-0.7		30	0.0	0.0	-1.5	-1.5
	31	0.0	0.0	-1.6	-1.0		31	0.0	0.0	-0.9	-0.9
	32	0.0	0.0	-2.7	-1.3		32	0.0	0.0	-2.2	-2.0
	33	0.0	0.0	0.0	0.0		33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0		34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0		35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0		36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0		37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0		38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0		39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0		40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE					
	113.6 DEG					143.2 DEG					
	BAND	FANI	FAND	JET	TOTAL		BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.4	0.3		17	0.0	0.0	-0.3	-0.3
	18	0.0	0.0	0.5	0.5		18	0.0	0.0	-0.3	-0.3
	19	0.0	0.0	0.5	0.5		19	0.0	0.0	-0.5	-0.5
	20	0.0	0.0	0.6	0.5		20	0.0	0.0	-0.5	-0.5
	21	0.0	0.0	0.5	0.5		21	0.0	0.0	-0.5	-0.5
	22	0.0	0.0	0.2	0.2		22	0.0	0.0	-0.9	-0.9
	23	0.0	0.0	0.2	0.1		23	0.0	0.0	-0.8	-0.8
	24	0.0	0.0	0.7	0.6		24	0.0	0.0	-0.8	-0.8
	25	0.0	0.0	0.6	0.4		25	0.0	0.0	-1.1	-1.0
	26	0.0	0.0	-0.1	-0.1		26	0.0	0.0	-1.1	-1.1
	27	0.0	0.0	-0.2	-0.1		27	0.0	0.0	-1.3	-1.3
	28	0.0	0.0	-0.6	-0.5		28	0.0	0.0	-1.3	-1.4
	29	0.0	0.0	-1.0	-0.9		29	0.0	0.0	-1.5	-1.6
	30	0.0	0.0	-1.0	-0.7		30	0.0	0.0	-1.3	-1.3
	31	0.0	0.0	-1.4	-0.9		31	0.0	0.0	-1.0	-1.0
	32	0.0	0.0	-2.4	-1.2		32	0.0	0.0	-2.1	-1.9
	33	0.0	0.0	0.0	0.0		33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0		34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0		35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0		36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0		37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0		38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0		39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0		40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	116.3 DEG					145 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.4	0.3	17	0.0	0.0	-0.2	-0.2
	18	0.0	0.0	0.5	0.4	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.6	0.6	19	0.0	0.0	-0.6	-0.6
	20	0.0	0.0	0.6	0.5	20	0.0	0.0	-0.5	-0.5
	21	0.0	0.0	0.4	0.4	21	0.0	0.0	-0.6	-0.6
	22	0.0	0.0	0.2	0.1	22	0.0	0.0	-0.7	-0.7
	23	0.0	0.0	0.1	0.1	23	0.0	0.0	-0.9	-0.9
	24	0.0	0.0	0.6	0.6	24	0.0	0.0	-0.9	-0.9
	25	0.0	0.0	0.6	0.5	25	0.0	0.0	-1.1	-1.1
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	-1.1	-1.1
	27	0.0	0.0	-0.3	-0.2	27	0.0	0.0	-1.3	-1.2
	28	0.0	0.0	-0.6	-0.6	28	0.0	0.0	-1.4	-1.4
	29	0.0	0.0	-1.1	-0.9	29	0.0	0.0	-1.5	-1.5
	30	0.0	0.0	-1.0	-0.7	30	0.0	0.0	-1.2	-1.2
	31	0.0	0.0	-1.4	-0.9	31	0.0	0.0	-1.1	-1.1
	32	0.0	0.0	-2.3	-1.1	32	0.0	0.0	-2.1	-1.9
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	119 DEG					146.6 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.4	0.4	17	0.0	0.0	-0.2	-0.2
	18	0.0	0.0	0.4	0.5	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.4	0.5	19	0.0	0.0	-0.7	-0.7
	20	0.0	0.0	0.3	0.3	20	0.0	0.0	-0.6	-0.6
	21	0.0	0.0	0.3	0.2	21	0.0	0.0	-0.6	-0.6
	22	0.0	0.0	0.1	0.1	22	0.0	0.0	-0.6	-0.6
	23	0.0	0.0	0.5	0.5	23	0.0	0.0	-1.0	-1.0
	24	0.0	0.0	1.0	0.9	24	0.0	0.0	-1.0	-1.0
	25	0.0	0.0	1.0	0.9	25	0.0	0.0	-1.2	-1.1
	26	0.0	0.0	0.4	0.3	26	0.0	0.0	-1.0	-1.1
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	-1.3	-1.3
	28	0.0	0.0	-0.5	-0.5	28	0.0	0.0	-1.4	-1.4
	29	0.0	0.0	-1.0	-0.7	29	0.0	0.0	-1.6	-1.6
	30	0.0	0.0	-0.9	-0.7	30	0.0	0.0	-1.1	-1.0
	31	0.0	0.0	-1.8	-1.1	31	0.0	0.0	-1.1	-1.1
	32	0.0	0.0	-2.6	-1.2	32	0.0	0.0	-2.1	-1.9
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	121.6 DEG					148.1 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.3	0.3	17	0.0	0.0	-0.3	-0.3
	18	0.0	0.0	0.5	0.4	18	0.0	0.0	-0.2	-0.2
	19	0.0	0.0	0.4	0.5	19	0.0	0.0	-0.6	-0.6
	20	0.0	0.0	0.5	0.5	20	0.0	0.0	-0.8	-0.8
	21	0.0	0.0	0.3	0.3	21	0.0	0.0	-0.7	-0.7
	22	0.0	0.0	0.1	0.2	22	0.0	0.0	-0.6	-0.6
	23	0.0	0.0	0.5	0.5	23	0.0	0.0	-1.0	-1.0
	24	0.0	0.0	1.0	1.0	24	0.0	0.0	-1.1	-1.1
	25	0.0	0.0	1.0	0.9	25	0.0	0.0	-1.2	-1.2
	26	0.0	0.0	0.3	0.3	26	0.0	0.0	-1.2	-1.3
	27	0.0	0.0	-0.2	-0.2	27	0.0	0.0	-1.4	-1.3
	28	0.0	0.0	-0.6	-0.5	28	0.0	0.0	-1.4	-1.5
	29	0.0	0.0	-1.0	-0.8	29	0.0	0.0	-2.0	-1.9
	30	0.0	0.0	-1.1	-0.9	30	0.0	0.0	-1.1	-1.0
	31	0.0	0.0	-1.9	-1.2	31	0.0	0.0	-0.8	-0.8
	32	0.0	0.0	-2.7	-1.1	32	0.0	0.0	-2.0	-1.8
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE					
	124.1 DEG					149.4 DEG					
	BAND	FANI	FAND	JET	TOTAL		BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.2	0.3		17	0.0	0.0	-0.5	-0.5
	18	0.0	0.0	0.4	0.5		18	0.0	0.0	-0.3	-0.3
	19	0.0	0.0	0.6	0.5		19	0.0	0.0	-0.5	-0.5
	20	0.0	0.0	1.0	0.9		20	0.0	0.0	-1.0	-1.0
	21	0.0	0.0	0.4	0.4		21	0.0	0.0	-0.8	-0.8
	22	0.0	0.0	0.2	0.1		22	0.0	0.0	-0.7	-0.7
	23	0.0	0.0	0.4	0.3		23	0.0	0.0	-1.0	-1.0
	24	0.0	0.0	1.0	0.9		24	0.0	0.0	-1.2	-1.2
	25	0.0	0.0	0.8	0.6		25	0.0	0.0	-1.2	-1.2
	26	0.0	0.0	-0.2	-0.2		26	0.0	0.0	-1.4	-1.3
	27	0.0	0.0	-0.5	-0.5		27	0.0	0.0	-1.4	-1.4
	28	0.0	0.0	-0.8	-0.7		28	0.0	0.0	-1.6	-1.5
	29	0.0	0.0	-1.2	-0.9		29	0.0	0.0	-2.2	-2.2
	30	0.0	0.0	-1.5	-1.1		30	0.0	0.0	-1.1	-1.0
	31	0.0	0.0	-2.0	-1.1		31	0.0	0.0	-0.5	-0.5
	32	0.0	0.0	-2.6	-1.0		32	0.0	0.0	-2.0	-1.8
	33	0.0	0.0	0.0	0.0		33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0		34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0		35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0		36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0		37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0		38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0		39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0		40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE					
	126.5 DEG					150.7 DEG					
	BAND	FANI	FAND	JET	TOTAL		BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.3	0.3		17	0.0	0.0	-0.5	-0.5
	18	0.0	0.0	0.4	0.4		18	0.0	0.0	-0.5	-0.5
	19	0.0	0.0	0.6	0.5		19	0.0	0.0	-0.5	-0.5
	20	0.0	0.0	1.0	1.0		20	0.0	0.0	-1.0	-1.0
	21	0.0	0.0	0.6	0.5		21	0.0	0.0	-0.9	-0.9
	22	0.0	0.0	0.3	0.3		22	0.0	0.0	-0.8	-0.8
	23	0.0	0.0	0.4	0.4		23	0.0	0.0	-1.0	-1.0
	24	0.0	0.0	1.0	1.0		24	0.0	0.0	-1.2	-1.1
	25	0.0	0.0	0.8	0.7		25	0.0	0.0	-1.3	-1.2
	26	0.0	0.0	-0.2	-0.1		26	0.0	0.0	-1.5	-1.4
	27	0.0	0.0	-0.4	-0.4		27	0.0	0.0	-1.4	-1.4
	28	0.0	0.0	-0.7	-0.6		28	0.0	0.0	-1.6	-1.6
	29	0.0	0.0	-1.0	-0.8		29	0.0	0.0	-2.5	-2.4
	30	0.0	0.0	-1.3	-0.9		30	0.0	0.0	-1.1	-1.1
	31	0.0	0.0	-1.9	-1.0		31	0.0	0.0	-0.4	-0.4
	32	0.0	0.0	-2.7	-0.9		32	0.0	0.0	-2.1	-1.8
	33	0.0	0.0	0.0	0.0		33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0		34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0		35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0		36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0		37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0		38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0		39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0		40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	128.8 DEG					151.9 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.5	0.5	17	0.0	0.0	-0.5	-0.5
	18	0.0	0.0	0.2	0.2	18	0.0	0.0	-0.4	-0.4
	19	0.0	0.0	0.5	0.6	19	0.0	0.0	-0.6	-0.6
	20	0.0	0.0	0.8	0.8	20	0.0	0.0	-0.9	-0.9
	21	0.0	0.0	0.6	0.5	21	0.0	0.0	-0.9	-0.9
	22	0.0	0.0	0.4	0.4	22	0.0	0.0	-1.1	-1.1
	23	0.0	0.0	0.5	0.5	23	0.0	0.0	-1.1	-1.0
	24	0.0	0.0	1.1	1.0	24	0.0	0.0	-1.1	-1.1
	25	0.0	0.0	1.0	0.9	25	0.0	0.0	-1.3	-1.4
	26	0.0	0.0	0.3	0.2	26	0.0	0.0	-1.5	-1.4
	27	0.0	0.0	-0.1	0.0	27	0.0	0.0	-1.4	-1.4
	28	0.0	0.0	-0.6	-0.5	28	0.0	0.0	-1.6	-1.6
	29	0.0	0.0	-0.9	-0.7	29	0.0	0.0	-2.5	-2.3
	30	0.0	0.0	-1.0	-0.7	30	0.0	0.0	-1.1	-1.1
	31	0.0	0.0	-1.7	-0.9	31	0.0	0.0	-0.5	-0.4
	32	0.0	0.0	-2.8	-0.8	32	0.0	0.0	-2.3	-2.1
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	131.1 DEG					153 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.4	0.4	17	0.0	0.0	-0.5	-0.5
	18	0.0	0.0	0.2	0.2	18	0.0	0.0	-0.3	-0.3
	19	0.0	0.0	0.5	0.4	19	0.0	0.0	-0.6	-0.6
	20	0.0	0.0	0.6	0.7	20	0.0	0.0	-0.9	-0.9
	21	0.0	0.0	0.5	0.5	21	0.0	0.0	-1.0	-1.0
	22	0.0	0.0	0.4	0.4	22	0.0	0.0	-1.3	-1.3
	23	0.0	0.0	0.5	0.4	23	0.0	0.0	-1.1	-1.1
	24	0.0	0.0	1.0	0.9	24	0.0	0.0	-0.9	-0.9
	25	0.0	0.0	1.0	0.9	25	0.0	0.0	-1.5	-1.5
	26	0.0	0.0	0.4	0.3	26	0.0	0.0	-1.5	-1.4
	27	0.0	0.0	0.1	0.1	27	0.0	0.0	-1.4	-1.5
	28	0.0	0.0	-0.4	-0.3	28	0.0	0.0	-1.6	-1.6
	29	0.0	0.0	-0.6	-0.5	29	0.0	0.0	-2.4	-2.4
	30	0.0	0.0	-0.5	-0.4	30	0.0	0.0	-1.2	-1.2
	31	0.0	0.0	-1.3	-0.7	31	0.0	0.0	-0.6	-0.5
	32	0.0	0.0	-2.3	-0.7	32	0.0	0.0	-2.6	-2.2
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE					
	133.2 DEG					154.1 DEG					
	BAND	FANI	FAND	JET	TOTAL		BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.1	0.1		17	0.0	0.0	-0.5	-0.5
	18	0.0	0.0	0.3	0.3		18	0.0	0.0	-0.2	-0.2
	19	0.0	0.0	0.3	0.3		19	0.0	0.0	-0.7	-0.7
	20	0.0	0.0	0.5	0.5		20	0.0	0.0	-0.7	-0.7
	21	0.0	0.0	0.4	0.4		21	0.0	0.0	-0.9	-0.9
	22	0.0	0.0	0.4	0.5		22	0.0	0.0	-1.4	-1.4
	23	0.0	0.0	0.3	0.3		23	0.0	0.0	-1.2	-1.2
	24	0.0	0.0	0.7	0.8		24	0.0	0.0	-0.8	-0.8
	25	0.0	0.0	0.6	0.5		25	0.0	0.0	-1.6	-1.6
	26	0.0	0.0	0.1	0.1		26	0.0	0.0	-1.4	-1.4
	27	0.0	0.0	0.1	0.1		27	0.0	0.0	-1.5	-1.4
	28	0.0	0.0	-0.1	-0.1		28	0.0	0.0	-1.7	-1.7
	29	0.0	0.0	-0.3	-0.2		29	0.0	0.0	-2.3	-2.3
	30	0.0	0.0	-0.2	-0.1		30	0.0	0.0	-1.1	-1.1
	31	0.0	0.0	-0.5	-0.2		31	0.0	0.0	-0.6	-0.6
	32	0.0	0.0	-1.3	-0.4		32	0.0	0.0	-2.8	-2.4
	33	0.0	0.0	0.0	0.0		33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0		34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0		35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0		36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0		37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0		38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0		39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0		40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	135.2 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-0.2	-0.2
	18	0.0	0.0	0.3	0.3
	19	0.0	0.0	0.2	0.2
	20	0.0	0.0	0.3	0.3
	21	0.0	0.0	0.3	0.3
	22	0.0	0.0	0.4	0.4
	23	0.0	0.0	0.1	0.1
	24	0.0	0.0	0.6	0.6
	25	0.0	0.0	0.3	0.3
	26	0.0	0.0	-0.1	0.0
	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.1	0.1
	29	0.0	0.0	0.0	0.0
	30	0.0	0.0	0.1	0.1
	31	0.0	0.0	0.1	0.0
	32	0.0	0.0	-0.4	-0.2
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	137.1 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.2	0.1
	19	0.0	0.0	0.2	0.2
	20	0.0	0.0	0.3	0.3
	21	0.0	0.0	0.3	0.3
	22	0.0	0.0	0.3	0.2
	23	0.0	0.0	0.2	0.2
	24	0.0	0.0	0.7	0.6
	25	0.0	0.0	0.5	0.5
	26	0.0	0.0	0.2	0.2
	27	0.0	0.0	0.1	0.1
	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	-0.1	-0.1
	30	0.0	0.0	-0.1	0.0
	31	0.0	0.0	-0.2	-0.1
	32	0.0	0.0	-0.9	-0.3
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	139 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.1	0.1	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.2	0.2	
	20	0.0	0.0	0.3	0.3	
	21	0.0	0.0	0.3	0.4	
	22	0.0	0.0	0.1	0.1	
	23	0.0	0.0	0.3	0.3	
	24	0.0	0.0	0.8	0.7	
	25	0.0	0.0	0.7	0.7	
	26	0.0	0.0	0.4	0.3	
	27	0.0	0.0	0.2	0.3	
	28	0.0	0.0	-0.1	0.0	
	29	0.0	0.0	-0.2	-0.2	
	30	0.0	0.0	-0.4	-0.3	
	31	0.0	0.0	-0.6	-0.4	
	32	0.0	0.0	-1.3	-0.5	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	140.7 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.1	0.1	
	18	0.0	0.0	-0.1	-0.1	
	19	0.0	0.0	0.2	0.2	
	20	0.0	0.0	0.2	0.2	
	21	0.0	0.0	0.3	0.4	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.3	0.2	
	24	0.0	0.0	0.7	0.7	
	25	0.0	0.0	0.7	0.7	
	26	0.0	0.0	0.4	0.4	
	27	0.0	0.0	0.3	0.2	
	28	0.0	0.0	-0.1	0.0	
	29	0.0	0.0	-0.3	-0.2	
	30	0.0	0.0	-0.4	-0.3	
	31	0.0	0.0	-0.8	-0.5	
	32	0.0	0.0	-1.6	-0.6	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	142.4 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.1	0.1
	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.2	0.2
	21	0.0	0.0	0.3	0.3
	22	0.0	0.0	0.0	0.1
	23	0.0	0.0	0.2	0.2
	24	0.0	0.0	0.5	0.5
	25	0.0	0.0	0.5	0.5
	26	0.0	0.0	0.2	0.2
	27	0.0	0.0	0.2	0.2
	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	-0.2	-0.2
	30	0.0	0.0	-0.2	-0.1
	31	0.0	0.0	-0.4	-0.2
	32	0.0	0.0	-1.6	-0.6
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	143.9 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	-0.3	-0.3	
	18	0.0	0.0	0.2	0.2	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.2	0.2	
	21	0.0	0.0	0.2	0.2	
	22	0.0	0.0	0.1	0.0	
	23	0.0	0.0	0.2	0.1	
	24	0.0	0.0	0.2	0.2	
	25	0.0	0.0	0.4	0.4	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.1	0.1	
	28	0.0	0.0	0.0	0.1	
	29	0.0	0.0	-0.2	-0.1	
	30	0.0	0.0	0.0	0.0	
	31	0.0	0.0	-0.1	-0.1	
	32	0.0	0.0	-1.5	-0.5	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	145.4 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	-0.4	-0.4	
	18	0.0	0.0	0.2	0.2	
	19	0.0	0.0	-0.1	-0.1	
	20	0.0	0.0	0.1	0.1	
	21	0.0	0.0	0.2	0.2	
	22	0.0	0.0	0.1	0.0	
	23	0.0	0.0	0.1	0.1	
	24	0.0	0.0	0.1	0.1	
	25	0.0	0.0	0.3	0.3	
	26	0.0	0.0	-0.1	-0.1	
	27	0.0	0.0	0.2	0.1	
	28	0.0	0.0	0.1	0.1	
	29	0.0	0.0	-0.1	-0.1	
	30	0.0	0.0	0.0	0.1	
	31	0.0	0.0	0.0	0.0	
	32	0.0	0.0	-1.6	-0.6	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	146.9 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-0.2	-0.2
	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	-0.2	-0.2
	20	0.0	0.0	0.1	0.1
	21	0.0	0.0	0.2	0.2
	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.1	0.2
	24	0.0	0.0	0.3	0.4
	25	0.0	0.0	0.4	0.3
	26	0.0	0.0	0.2	0.2
	27	0.0	0.0	0.3	0.2
	28	0.0	0.0	0.1	0.0
	29	0.0	0.0	-0.2	-0.2
	30	0.0	0.0	-0.1	-0.1
	31	0.0	0.0	-0.3	-0.2
	32	0.0	0.0	-1.9	-0.8
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	148.2 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-0.1	-0.1
	18	0.0	0.0	-0.1	-0.1
	19	0.0	0.0	-0.2	-0.2
	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.2	0.2
	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.2	0.2
	24	0.0	0.0	0.5	0.5
	25	0.0	0.0	0.5	0.5
	26	0.0	0.0	0.4	0.3
	27	0.0	0.0	0.4	0.4
	28	0.0	0.0	0.1	0.1
	29	0.0	0.0	-0.3	-0.2
	30	0.0	0.0	-0.3	-0.2
	31	0.0	0.0	-0.7	-0.4
	32	0.0	0.0	-2.3	-0.9
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	149.5 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	-0.3	-0.3	
	19	0.0	0.0	-0.2	-0.2	
	20	0.0	0.0	0.1	0.1	
	21	0.0	0.0	0.2	0.2	
	22	0.0	0.0	0.0	0.1	
	23	0.0	0.0	0.2	0.2	
	24	0.0	0.0	0.7	0.6	
	25	0.0	0.0	0.6	0.6	
	26	0.0	0.0	0.6	0.5	
	27	0.0	0.0	0.5	0.5	
	28	0.0	0.0	0.0	0.0	
	29	0.0	0.0	-0.3	-0.3	
	30	0.0	0.0	-0.5	-0.4	
	31	0.0	0.0	-1.0	-0.6	
	32	0.0	0.0	-2.6	-1.0	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	150.7 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	-0.1	-0.1	
	19	0.0	0.0	-0.1	-0.1	
	20	0.0	0.0	0.1	0.1	
	21	0.0	0.0	0.3	0.3	
	22	0.0	0.0	0.2	0.2	
	23	0.0	0.0	0.3	0.3	
	24	0.0	0.0	0.8	0.8	
	25	0.0	0.0	0.7	0.7	
	26	0.0	0.0	0.7	0.6	
	27	0.0	0.0	0.7	0.6	
	28	0.0	0.0	0.1	0.1	
	29	0.0	0.0	-0.2	-0.2	
	30	0.0	0.0	-0.2	-0.2	
	31	0.0	0.0	-0.7	-0.5	
	32	0.0	0.0	-2.3	-0.9	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	151.9 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.1	0.1
	20	0.0	0.0	0.2	0.2
	21	0.0	0.0	0.6	0.6
	22	0.0	0.0	0.5	0.4
	23	0.0	0.0	0.4	0.5
	24	0.0	0.0	0.9	0.9
	25	0.0	0.0	0.8	0.7
	26	0.0	0.0	0.7	0.7
	27	0.0	0.0	0.8	0.7
	28	0.0	0.0	0.3	0.3
	29	0.0	0.0	0.1	0.1
	30	0.0	0.0	0.1	0.1
	31	0.0	0.0	-0.1	-0.1
	32	0.0	0.0	-1.6	-0.6
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	153 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.2	0.2	
	19	0.0	0.0	0.3	0.3	
	20	0.0	0.0	0.4	0.4	
	21	0.0	0.0	0.8	0.8	
	22	0.0	0.0	0.7	0.7	
	23	0.0	0.0	0.6	0.6	
	24	0.0	0.0	1.0	1.0	
	25	0.0	0.0	0.9	0.9	
	26	0.0	0.0	0.8	0.8	
	27	0.0	0.0	0.9	0.8	
	28	0.0	0.0	0.5	0.5	
	29	0.0	0.0	0.4	0.3	
	30	0.0	0.0	0.4	0.4	
	31	0.0	0.0	0.6	0.4	
	32	0.0	0.0	-1.0	-0.4	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	154 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.4	0.3
	19	0.0	0.0	0.5	0.5
	20	0.0	0.0	0.6	0.6
	21	0.0	0.0	1.1	1.1
	22	0.0	0.0	0.9	0.9
	23	0.0	0.0	0.8	0.8
	24	0.0	0.0	1.1	1.1
	25	0.0	0.0	1.0	0.9
	26	0.0	0.0	1.0	0.8
	27	0.0	0.0	1.0	0.9
	28	0.0	0.0	0.7	0.6
	29	0.0	0.0	0.6	0.6
	30	0.0	0.0	0.7	0.6
	31	0.0	0.0	1.2	0.7
	32	0.0	0.0	-0.4	-0.1
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	155 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.4	0.5	
	19	0.0	0.0	0.6	0.6	
	20	0.0	0.0	0.7	0.7	
	21	0.0	0.0	1.3	1.3	
	22	0.0	0.0	1.2	1.2	
	23	0.0	0.0	0.9	0.9	
	24	0.0	0.0	1.2	1.2	
	25	0.0	0.0	1.1	1.1	
	26	0.0	0.0	1.0	1.0	
	27	0.0	0.0	1.1	1.1	
	28	0.0	0.0	0.8	0.8	
	29	0.0	0.0	0.9	0.8	
	30	0.0	0.0	1.0	0.8	
	31	0.0	0.0	1.7	1.2	
	32	0.0	0.0	0.1	0.0	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	156 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-0.1	-0.1
	18	0.0	0.0	0.4	0.4
	19	0.0	0.0	0.5	0.5
	20	0.0	0.0	0.6	0.6
	21	0.0	0.0	1.0	1.0
	22	0.0	0.0	1.0	1.0
	23	0.0	0.0	0.8	0.8
	24	0.0	0.0	1.1	1.1
	25	0.0	0.0	1.1	1.0
	26	0.0	0.0	1.0	0.9
	27	0.0	0.0	1.1	1.0
	28	0.0	0.0	0.8	0.7
	29	0.0	0.0	0.7	0.7
	30	0.0	0.0	0.9	0.7
	31	0.0	0.0	1.5	1.0
	32	0.0	0.0	-0.3	-0.1
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

VARIABLE AREA MIXED-FLOW EXHAUST NOZZLE NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	156.9 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-0.1	-0.1
	18	0.0	0.0	0.3	0.3
	19	0.0	0.0	0.2	0.2
	20	0.0	0.0	0.5	0.5
	21	0.0	0.0	0.8	0.8
	22	0.0	0.0	0.7	0.7
	23	0.0	0.0	0.8	0.8
	24	0.0	0.0	1.1	1.0
	25	0.0	0.0	1.0	0.9
	26	0.0	0.0	0.9	0.9
	27	0.0	0.0	0.9	1.0
	28	0.0	0.0	0.7	0.7
	29	0.0	0.0	0.5	0.5
	30	0.0	0.0	0.8	0.6
	31	0.0	0.0	1.2	0.9
	32	0.0	0.0	-0.8	-0.3
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

APPENDIX II

**TABULATED FLYOVER NOISE DIFFERENCES FOR
SEPARATE FLOW NOZZLE WITH CHEVRONS
RELATIVE TO BASELINE**

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

27.6 DEG					48.8 DEG					50.9 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH					CUTBACK TAKEOFF					SIDELINE				
30.8 DEG					50 DEG					53.1 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

34.9 DEG					51.2 DEG					55.4 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

40.3 DEG					52.5 DEG					57.8 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

47.6 DEG					53.9 DEG					60.5 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

57.6 DEG					55.3 DEG					63.4 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

70.9 DEG					56.8 DEG					66.4 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

87.4 DEG					58.4 DEG					69.7 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE								
	105 DEG			60.1 DEG			73.1 DEG			BAND	FANI	FAND	JET	TOTAL
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	-1.0	-1.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	-0.6	-0.6	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	-0.5	-0.5	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	-0.2	-0.2	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	-0.4	-0.4	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	-0.4	-0.4	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.1	0.1	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	-0.1	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.2	0.2	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.2	0.1	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.1	0.1	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	0.1	0.0	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	-0.3	-0.1	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH					CUTBACK TAKEOFF					SIDELINE				
120.8 DEG					61.9 DEG					76.8 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	-1.0	-0.9	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	-1.1	-1.1	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	-1.4	-1.3	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	-0.9	-0.9	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	-1.2	-1.1	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	-0.5	-0.5	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	-0.3	-0.3	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	-0.5	-0.3	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	-1.0	-0.6	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	-0.5	-0.3	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	-0.5	-0.3	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	-0.3	-0.1	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	-0.4	-0.2	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	-0.7	-0.2	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	-1.1	-0.3	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH					CUTBACK TAKEOFF					SIDELINE				
133.3 DEG					63.7 DEG					80.6 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	-1.1	-1.1	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	-1.2	-1.2	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	-1.5	-1.4	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	-1.3	-1.3	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	-0.9	-1.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	-0.9	-0.9	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	-0.4	-0.4	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	-0.5	-0.4	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	-0.6	-0.4	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	-0.4	-0.2	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	-0.4	-0.3	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	-0.6	-0.3	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	-0.4	-0.2	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	-0.5	-0.2	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	-0.3	-0.1	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH					CUTBACK TAKEOFF					SIDELINE				
142.4 DEG					65.7 DEG					84.6 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	-1.4	-1.4	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	-1.2	-1.2	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	-1.3	-1.3	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	-1.5	-1.4	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	-0.9	-0.9	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	-1.1	-1.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	-0.6	-0.6	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	-0.6	-0.5	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	-0.7	-0.6	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	-1.0	-0.7	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	-1.1	-0.6	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	-0.6	-0.3	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	-0.7	-0.3	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	-0.5	-0.2	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	-0.7	-0.1	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH					CUTBACK TAKEOFF					SIDELINE				
149.2 DEG					67.7 DEG					88.6 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	-1.5	-1.5	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	-1.2	-1.2	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	-1.5	-1.5	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	-1.7	-1.6	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	-0.9	-0.9	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	-1.3	-1.3	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	-0.8	-0.8	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	-0.7	-0.7	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	-0.8	-0.6	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	-0.6	-0.4	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	-0.8	-0.6	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	-0.5	-0.4	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	-0.5	-0.3	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	-0.7	-0.2	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	-1.5	-0.3	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	69.9 DEG					92.8 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	-0.3	-0.3
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	-0.5	-0.6
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	-0.4	-0.3
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	-0.6	-0.6
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	-0.6	-0.6
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	-0.8	-0.8
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	-0.8	-0.8
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	-1.0	-0.9
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	-1.0	-0.9
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	-0.9	-0.8
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	-0.8	-0.7
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	-0.6	-0.6
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	-0.4	-0.4
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.1	0.1
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.2	0.1
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.6	0.5
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	72.1 DEG					96.9 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	-0.4	-0.4
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	-0.8	-0.7
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	-0.8	-0.8
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	-0.9	-0.9
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	-1.0	-1.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	-1.5	-1.4
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	-1.5	-1.4
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	-1.9	-1.7
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	-1.6	-1.4
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	-1.1	-1.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	-0.7	-0.7
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	-0.4	-0.4
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.3	0.3
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.9	0.9
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	1.1	1.0
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	1.7	1.6
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	74.5 DEG					101.1 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	-0.2	-0.2
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	-0.5	-0.4
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	-0.9	-0.9
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	-0.8	-0.8
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	-1.2	-1.2
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	-1.6	-1.5
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	-1.7	-1.5
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	-1.7	-1.6
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	-1.5	-1.3
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	-0.8	-0.7
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	-0.3	-0.3
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	1.1	1.1
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	1.2	1.1
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	1.3	1.2
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	2.2	2.0
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	76.9 DEG					105.2 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	-0.5	-0.4
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	-1.0	-1.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	-1.1	-1.1
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	-1.3	-1.4
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	-1.7	-1.6
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	-1.8	-1.7
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	-2.1	-1.8
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	-1.9	-1.8
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	-2.4	-2.1
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	-2.0	-1.8
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	-1.7	-1.6
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	-1.7	-1.6
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	-1.1	-1.1
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	-1.0	-0.9
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	-1.5	-1.4
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.5	0.5
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	79.4 DEG					109.2 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	-0.6	-0.5
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	-1.0	-1.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	-1.4	-1.4
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	-1.3	-1.3
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	-1.6	-1.6
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	-1.9	-1.9
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	-2.3	-2.1
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	-2.4	-2.2
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	-2.3	-2.1
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	-1.6	-1.4
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	-1.0	-1.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	-0.8	-0.7
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.1	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	-0.3	-0.3
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.7	0.7
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	82.1 DEG					113 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	-0.9	-0.8
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	-0.9	-0.8
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	-1.2	-1.2
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	-1.5	-1.4
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	-1.6	-1.4
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	-1.9	-1.8
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	-2.3	-2.1
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	-2.1	-2.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	-2.6	-2.3
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	-2.1	-2.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	-2.0	-1.8
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	-1.6	-1.6
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	-0.9	-0.9
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	-1.0	-1.0
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	-1.6	-1.6
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	-0.7	-0.5
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	84.8 DEG					116.7 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	-1.2	-1.2
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	-1.1	-1.1
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	-1.6	-1.6
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	-1.7	-1.7
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	-1.9	-1.8
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	-2.5	-2.3
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	-2.7	-2.6
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	-2.6	-2.4
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	-3.2	-2.9
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	-2.7	-2.4
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	-2.4	-2.2
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	-2.1	-2.0
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	-1.6	-1.5
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	-1.4	-1.4
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	-1.7	-1.6
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	-1.0	-0.9
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE					
	87.5 DEG					120.3 DEG					
	BAND	FANI	FAND	JET	TOTAL		BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0		17	0.0	0.0	-1.5	-1.5
	18	0.0	0.0	0.0	0.0		18	0.0	0.0	-1.4	-1.5
	19	0.0	0.0	0.0	0.0		19	0.0	0.0	-1.9	-1.9
	20	0.0	0.0	0.0	0.0		20	0.0	0.0	-2.0	-2.0
	21	0.0	0.0	0.0	0.0		21	0.0	0.0	-2.2	-2.2
	22	0.0	0.0	0.0	0.0		22	0.0	0.0	-2.8	-2.7
	23	0.0	0.0	0.0	0.0		23	0.0	0.0	-2.9	-2.8
	24	0.0	0.0	0.0	0.0		24	0.0	0.0	-2.8	-2.7
	25	0.0	0.0	0.0	0.0		25	0.0	0.0	-3.5	-3.3
	26	0.0	0.0	0.0	0.0		26	0.0	0.0	-3.0	-2.7
	27	0.0	0.0	0.0	0.0		27	0.0	0.0	-2.6	-2.4
	28	0.0	0.0	0.0	0.0		28	0.0	0.0	-2.3	-2.2
	29	0.0	0.0	0.0	0.0		29	0.0	0.0	-2.1	-2.1
	30	0.0	0.0	0.0	0.0		30	0.0	0.0	-1.8	-1.7
	31	0.0	0.0	0.0	0.0		31	0.0	0.0	-1.7	-1.6
	32	0.0	0.0	0.0	0.0		32	0.0	0.0	-1.1	-1.0
	33	0.0	0.0	0.0	0.0		33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0		34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0		35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0		36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0		37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0		38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0		39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0		40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	90.4 DEG					123.6 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-0.1	-0.1	17	0.0	0.0	-1.8	-1.7
	18	0.0	0.0	-0.1	-0.1	18	0.0	0.0	-1.6	-1.6
	19	0.0	0.0	-0.1	-0.1	19	0.0	0.0	-1.9	-1.9
	20	0.0	0.0	-0.1	-0.1	20	0.0	0.0	-2.3	-2.2
	21	0.0	0.0	-0.1	-0.1	21	0.0	0.0	-2.3	-2.3
	22	0.0	0.0	-0.1	-0.1	22	0.0	0.0	-2.5	-2.5
	23	0.0	0.0	-0.1	-0.1	23	0.0	0.0	-2.5	-2.4
	24	0.0	0.0	-0.1	-0.1	24	0.0	0.0	-2.5	-2.4
	25	0.0	0.0	-0.1	-0.1	25	0.0	0.0	-3.3	-3.2
	26	0.0	0.0	0.0	-0.1	26	0.0	0.0	-3.1	-2.8
	27	0.0	0.0	0.0	-0.1	27	0.0	0.0	-2.9	-2.7
	28	0.0	0.0	-0.1	-0.1	28	0.0	0.0	-2.6	-2.5
	29	0.0	0.0	-0.1	-0.1	29	0.0	0.0	-2.6	-2.4
	30	0.0	0.0	-0.1	-0.1	30	0.0	0.0	-2.6	-2.4
	31	0.0	0.0	-0.1	-0.1	31	0.0	0.0	-2.2	-2.0
	32	0.0	0.0	-0.1	-0.1	32	0.0	0.0	-1.6	-1.4
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	93.2 DEG					126.7 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-0.7	-0.8	17	0.0	0.0	-1.8	-1.8
	18	0.0	0.0	-0.9	-0.9	18	0.0	0.0	-1.9	-1.9
	19	0.0	0.0	-0.9	-0.9	19	0.0	0.0	-2.2	-2.1
	20	0.0	0.0	-1.0	-0.9	20	0.0	0.0	-2.4	-2.3
	21	0.0	0.0	-0.9	-0.8	21	0.0	0.0	-2.9	-2.9
	22	0.0	0.0	-1.0	-1.0	22	0.0	0.0	-2.9	-2.9
	23	0.0	0.0	-0.8	-0.8	23	0.0	0.0	-3.0	-2.9
	24	0.0	0.0	-0.8	-0.8	24	0.0	0.0	-3.2	-3.2
	25	0.0	0.0	-0.9	-0.7	25	0.0	0.0	-3.8	-3.7
	26	0.0	0.0	-0.6	-0.6	26	0.0	0.0	-3.8	-3.6
	27	0.0	0.0	-0.5	-0.4	27	0.0	0.0	-3.4	-3.3
	28	0.0	0.0	-0.8	-0.7	28	0.0	0.0	-3.0	-2.8
	29	0.0	0.0	-0.8	-0.7	29	0.0	0.0	-2.9	-2.8
	30	0.0	0.0	-0.7	-0.5	30	0.0	0.0	-2.6	-2.5
	31	0.0	0.0	-0.6	-0.5	31	0.0	0.0	-2.5	-2.2
	32	0.0	0.0	-1.2	-0.7	32	0.0	0.0	-2.0	-1.7
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	96.2 DEG					129.6 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-1.1	-1.0	17	0.0	0.0	-1.8	-1.8
	18	0.0	0.0	-1.2	-1.1	18	0.0	0.0	-2.0	-2.0
	19	0.0	0.0	-1.2	-1.2	19	0.0	0.0	-2.3	-2.3
	20	0.0	0.0	-1.3	-1.3	20	0.0	0.0	-2.6	-2.6
	21	0.0	0.0	-1.1	-1.1	21	0.0	0.0	-3.1	-3.1
	22	0.0	0.0	-1.5	-1.3	22	0.0	0.0	-3.1	-3.0
	23	0.0	0.0	-1.1	-1.0	23	0.0	0.0	-3.1	-3.1
	24	0.0	0.0	-1.1	-1.0	24	0.0	0.0	-3.4	-3.3
	25	0.0	0.0	-1.3	-1.0	25	0.0	0.0	-3.9	-3.7
	26	0.0	0.0	-0.8	-0.7	26	0.0	0.0	-4.1	-3.9
	27	0.0	0.0	-0.6	-0.6	27	0.0	0.0	-3.6	-3.5
	28	0.0	0.0	-1.0	-0.9	28	0.0	0.0	-3.2	-3.1
	29	0.0	0.0	-1.0	-0.9	29	0.0	0.0	-3.1	-3.0
	30	0.0	0.0	-0.8	-0.6	30	0.0	0.0	-2.7	-2.6
	31	0.0	0.0	-0.5	-0.4	31	0.0	0.0	-2.5	-2.3
	32	0.0	0.0	-1.1	-0.7	32	0.0	0.0	-2.3	-1.9
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	99.1 DEG					132.3 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-0.8	-0.8	17	0.0	0.0	-1.8	-1.8
	18	0.0	0.0	-0.5	-0.5	18	0.0	0.0	-2.1	-2.1
	19	0.0	0.0	-0.6	-0.6	19	0.0	0.0	-2.3	-2.3
	20	0.0	0.0	-0.8	-0.7	20	0.0	0.0	-3.0	-2.9
	21	0.0	0.0	-0.8	-0.8	21	0.0	0.0	-3.0	-3.0
	22	0.0	0.0	-1.0	-0.9	22	0.0	0.0	-3.0	-2.9
	23	0.0	0.0	-0.7	-0.7	23	0.0	0.0	-3.1	-3.1
	24	0.0	0.0	-0.7	-0.6	24	0.0	0.0	-3.0	-3.0
	25	0.0	0.0	-0.7	-0.6	25	0.0	0.0	-3.5	-3.5
	26	0.0	0.0	-0.5	-0.4	26	0.0	0.0	-3.8	-3.6
	27	0.0	0.0	-0.2	-0.2	27	0.0	0.0	-3.8	-3.7
	28	0.0	0.0	-0.4	-0.3	28	0.0	0.0	-3.4	-3.3
	29	0.0	0.0	-0.5	-0.4	29	0.0	0.0	-3.3	-3.1
	30	0.0	0.0	-0.1	-0.1	30	0.0	0.0	-2.8	-2.6
	31	0.0	0.0	0.7	0.5	31	0.0	0.0	-2.4	-2.2
	32	0.0	0.0	0.7	0.5	32	0.0	0.0	-2.5	-2.0
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE					
	102 DEG					134.8 DEG					
	BAND	FANI	FAND	JET	TOTAL		BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-0.9	-0.8		17	0.0	0.0	-1.8	-1.8
	18	0.0	0.0	-0.7	-0.7		18	0.0	0.0	-2.2	-2.2
	19	0.0	0.0	-0.9	-0.9		19	0.0	0.0	-2.8	-2.8
	20	0.0	0.0	-1.1	-1.0		20	0.0	0.0	-3.4	-3.4
	21	0.0	0.0	-1.1	-1.1		21	0.0	0.0	-3.6	-3.6
	22	0.0	0.0	-1.3	-1.2		22	0.0	0.0	-3.4	-3.4
	23	0.0	0.0	-1.1	-1.0		23	0.0	0.0	-3.4	-3.3
	24	0.0	0.0	-0.9	-0.8		24	0.0	0.0	-3.4	-3.4
	25	0.0	0.0	-1.0	-0.9		25	0.0	0.0	-3.8	-3.8
	26	0.0	0.0	-0.6	-0.6		26	0.0	0.0	-3.9	-3.9
	27	0.0	0.0	-0.3	-0.4		27	0.0	0.0	-4.0	-3.9
	28	0.0	0.0	-0.5	-0.5		28	0.0	0.0	-3.7	-3.7
	29	0.0	0.0	-0.6	-0.5		29	0.0	0.0	-3.5	-3.4
	30	0.0	0.0	-0.2	-0.2		30	0.0	0.0	-3.0	-2.9
	31	0.0	0.0	0.7	0.5		31	0.0	0.0	-2.4	-2.2
	32	0.0	0.0	0.9	0.4		32	0.0	0.0	-2.5	-2.0
	33	0.0	0.0	0.0	0.0		33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0		34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0		35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0		36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0		37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0		38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0		39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0		40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	105 DEG					137.2 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-1.2	-1.2	17	0.0	0.0	-1.8	-1.8
	18	0.0	0.0	-1.4	-1.4	18	0.0	0.0	-2.2	-2.2
	19	0.0	0.0	-1.7	-1.7	19	0.0	0.0	-3.2	-3.2
	20	0.0	0.0	-1.8	-1.7	20	0.0	0.0	-3.7	-3.7
	21	0.0	0.0	-1.6	-1.5	21	0.0	0.0	-4.1	-4.1
	22	0.0	0.0	-1.9	-1.7	22	0.0	0.0	-4.0	-4.0
	23	0.0	0.0	-1.8	-1.6	23	0.0	0.0	-3.6	-3.6
	24	0.0	0.0	-1.4	-1.2	24	0.0	0.0	-3.8	-3.8
	25	0.0	0.0	-1.5	-1.4	25	0.0	0.0	-4.1	-4.0
	26	0.0	0.0	-1.1	-0.9	26	0.0	0.0	-4.2	-4.1
	27	0.0	0.0	-0.8	-0.7	27	0.0	0.0	-4.2	-4.1
	28	0.0	0.0	-1.0	-0.9	28	0.0	0.0	-4.0	-3.9
	29	0.0	0.0	-1.0	-0.9	29	0.0	0.0	-3.6	-3.6
	30	0.0	0.0	-0.8	-0.6	30	0.0	0.0	-3.2	-3.0
	31	0.0	0.0	0.1	0.1	31	0.0	0.0	-2.4	-2.2
	32	0.0	0.0	0.1	0.1	32	0.0	0.0	-2.4	-2.0
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE					
	107.9 DEG					139.4 DEG					
	BAND	FANI	FAND	JET	TOTAL		BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-1.4	-1.4		17	0.0	0.0	-1.7	-1.7
	18	0.0	0.0	-1.4	-1.4		18	0.0	0.0	-2.3	-2.3
	19	0.0	0.0	-1.5	-1.5		19	0.0	0.0	-3.1	-3.1
	20	0.0	0.0	-1.7	-1.7		20	0.0	0.0	-3.9	-3.9
	21	0.0	0.0	-1.5	-1.4		21	0.0	0.0	-4.1	-4.1
	22	0.0	0.0	-1.7	-1.6		22	0.0	0.0	-4.0	-4.0
	23	0.0	0.0	-1.9	-1.6		23	0.0	0.0	-3.8	-3.8
	24	0.0	0.0	-1.5	-1.2		24	0.0	0.0	-3.7	-3.6
	25	0.0	0.0	-1.7	-1.3		25	0.0	0.0	-4.0	-4.0
	26	0.0	0.0	-1.1	-0.9		26	0.0	0.0	-4.0	-4.0
	27	0.0	0.0	-0.8	-0.6		27	0.0	0.0	-3.9	-3.8
	28	0.0	0.0	-0.7	-0.6		28	0.0	0.0	-3.6	-3.5
	29	0.0	0.0	-0.7	-0.6		29	0.0	0.0	-3.4	-3.3
	30	0.0	0.0	-0.6	-0.4		30	0.0	0.0	-2.8	-2.7
	31	0.0	0.0	0.2	0.2		31	0.0	0.0	-2.1	-2.0
	32	0.0	0.0	0.1	0.1		32	0.0	0.0	-2.0	-1.7
	33	0.0	0.0	0.0	0.0		33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0		34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0		35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0		36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0		37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0		38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0		39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0		40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	110.8 DEG					141.4 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-1.5	-1.5	17	0.0	0.0	-1.5	-1.5
	18	0.0	0.0	-1.4	-1.3	18	0.0	0.0	-2.3	-2.3
	19	0.0	0.0	-1.4	-1.5	19	0.0	0.0	-3.1	-3.1
	20	0.0	0.0	-1.7	-1.5	20	0.0	0.0	-4.1	-4.1
	21	0.0	0.0	-1.4	-1.4	21	0.0	0.0	-4.0	-4.0
	22	0.0	0.0	-1.7	-1.5	22	0.0	0.0	-4.1	-4.1
	23	0.0	0.0	-1.9	-1.7	23	0.0	0.0	-4.0	-4.0
	24	0.0	0.0	-1.5	-1.3	24	0.0	0.0	-3.6	-3.6
	25	0.0	0.0	-1.6	-1.3	25	0.0	0.0	-3.9	-3.9
	26	0.0	0.0	-1.1	-0.9	26	0.0	0.0	-3.8	-3.7
	27	0.0	0.0	-0.7	-0.6	27	0.0	0.0	-3.5	-3.5
	28	0.0	0.0	-0.5	-0.5	28	0.0	0.0	-3.3	-3.2
	29	0.0	0.0	-0.5	-0.4	29	0.0	0.0	-3.1	-3.1
	30	0.0	0.0	-0.3	-0.2	30	0.0	0.0	-2.4	-2.4
	31	0.0	0.0	0.2	0.2	31	0.0	0.0	-1.7	-1.6
	32	0.0	0.0	0.2	0.1	32	0.0	0.0	-1.6	-1.4
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	113.6 DEG					143.2 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-1.3	-1.3	17	0.0	0.0	-1.6	-1.6
	18	0.0	0.0	-1.4	-1.3	18	0.0	0.0	-2.3	-2.3
	19	0.0	0.0	-1.8	-1.7	19	0.0	0.0	-3.2	-3.2
	20	0.0	0.0	-1.9	-1.8	20	0.0	0.0	-4.1	-4.1
	21	0.0	0.0	-1.7	-1.6	21	0.0	0.0	-4.3	-4.3
	22	0.0	0.0	-1.8	-1.7	22	0.0	0.0	-4.3	-4.3
	23	0.0	0.0	-1.8	-1.7	23	0.0	0.0	-4.1	-4.1
	24	0.0	0.0	-1.5	-1.3	24	0.0	0.0	-3.7	-3.7
	25	0.0	0.0	-1.5	-1.3	25	0.0	0.0	-3.9	-3.8
	26	0.0	0.0	-1.1	-0.9	26	0.0	0.0	-3.7	-3.7
	27	0.0	0.0	-0.6	-0.4	27	0.0	0.0	-3.3	-3.4
	28	0.0	0.0	-0.5	-0.4	28	0.0	0.0	-3.0	-3.0
	29	0.0	0.0	-0.3	-0.4	29	0.0	0.0	-2.5	-2.5
	30	0.0	0.0	-0.2	-0.1	30	0.0	0.0	-2.1	-2.1
	31	0.0	0.0	0.1	0.1	31	0.0	0.0	-1.5	-1.4
	32	0.0	0.0	0.1	0.0	32	0.0	0.0	-1.3	-1.2
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	116.3 DEG					145 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-1.4	-1.5	17	0.0	0.0	-1.6	-1.6
	18	0.0	0.0	-1.5	-1.5	18	0.0	0.0	-2.2	-2.2
	19	0.0	0.0	-1.8	-1.8	19	0.0	0.0	-3.2	-3.2
	20	0.0	0.0	-2.0	-1.9	20	0.0	0.0	-4.1	-4.1
	21	0.0	0.0	-1.9	-1.8	21	0.0	0.0	-4.7	-4.7
	22	0.0	0.0	-2.0	-1.8	22	0.0	0.0	-4.6	-4.6
	23	0.0	0.0	-2.0	-1.7	23	0.0	0.0	-4.2	-4.2
	24	0.0	0.0	-1.7	-1.4	24	0.0	0.0	-3.8	-3.8
	25	0.0	0.0	-1.7	-1.4	25	0.0	0.0	-3.8	-3.8
	26	0.0	0.0	-1.1	-0.9	26	0.0	0.0	-3.7	-3.6
	27	0.0	0.0	-0.6	-0.5	27	0.0	0.0	-3.3	-3.2
	28	0.0	0.0	-0.5	-0.5	28	0.0	0.0	-2.9	-2.8
	29	0.0	0.0	-0.5	-0.4	29	0.0	0.0	-1.9	-2.0
	30	0.0	0.0	-0.2	-0.1	30	0.0	0.0	-1.8	-1.7
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	-1.2	-1.2
	32	0.0	0.0	-0.1	0.0	32	0.0	0.0	-1.1	-1.0
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE					
	119 DEG					146.6 DEG					
	BAND	FANI	FAND	JET	TOTAL		BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-2.0	-1.9		17	0.0	0.0	-1.5	-1.5
	18	0.0	0.0	-1.8	-1.6		18	0.0	0.0	-2.2	-2.2
	19	0.0	0.0	-1.7	-1.7		19	0.0	0.0	-3.3	-3.3
	20	0.0	0.0	-2.0	-1.8		20	0.0	0.0	-4.1	-4.1
	21	0.0	0.0	-1.9	-1.9		21	0.0	0.0	-4.9	-4.9
	22	0.0	0.0	-2.2	-2.0		22	0.0	0.0	-4.7	-4.7
	23	0.0	0.0	-2.2	-1.9		23	0.0	0.0	-4.3	-4.3
	24	0.0	0.0	-2.0	-1.7		24	0.0	0.0	-3.9	-3.9
	25	0.0	0.0	-2.1	-1.7		25	0.0	0.0	-3.7	-3.7
	26	0.0	0.0	-1.5	-1.2		26	0.0	0.0	-3.5	-3.5
	27	0.0	0.0	-0.8	-0.7		27	0.0	0.0	-3.1	-3.1
	28	0.0	0.0	-0.6	-0.6		28	0.0	0.0	-2.6	-2.6
	29	0.0	0.0	-0.7	-0.5		29	0.0	0.0	-1.6	-1.5
	30	0.0	0.0	-0.5	-0.4		30	0.0	0.0	-1.5	-1.4
	31	0.0	0.0	-0.2	-0.1		31	0.0	0.0	-1.0	-0.9
	32	0.0	0.0	-0.6	-0.3		32	0.0	0.0	-1.0	-0.9
	33	0.0	0.0	0.0	0.0		33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0		34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0		35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0		36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0		37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0		38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0		39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0		40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE					
	121.6 DEG					148.1 DEG					
	BAND	FANI	FAND	JET	TOTAL		BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-2.0	-1.9		17	0.0	0.0	-1.4	-1.4
	18	0.0	0.0	-1.7	-1.8		18	0.0	0.0	-2.2	-2.2
	19	0.0	0.0	-2.1	-1.9		19	0.0	0.0	-3.1	-3.1
	20	0.0	0.0	-2.0	-1.9		20	0.0	0.0	-4.2	-4.2
	21	0.0	0.0	-2.1	-2.0		21	0.0	0.0	-4.8	-4.8
	22	0.0	0.0	-2.3	-2.1		22	0.0	0.0	-4.6	-4.6
	23	0.0	0.0	-2.3	-2.1		23	0.0	0.0	-4.4	-4.4
	24	0.0	0.0	-2.1	-1.8		24	0.0	0.0	-3.9	-3.9
	25	0.0	0.0	-2.2	-1.8		25	0.0	0.0	-3.7	-3.6
	26	0.0	0.0	-1.5	-1.2		26	0.0	0.0	-3.4	-3.4
	27	0.0	0.0	-0.9	-0.7		27	0.0	0.0	-2.9	-2.8
	28	0.0	0.0	-0.6	-0.6		28	0.0	0.0	-2.2	-2.3
	29	0.0	0.0	-0.7	-0.5		29	0.0	0.0	-1.5	-1.4
	30	0.0	0.0	-0.4	-0.4		30	0.0	0.0	-1.3	-1.2
	31	0.0	0.0	0.0	-0.1		31	0.0	0.0	-0.7	-0.7
	32	0.0	0.0	-0.5	-0.2		32	0.0	0.0	-0.9	-0.8
	33	0.0	0.0	0.0	0.0		33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0		34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0		35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0		36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0		37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0		38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0		39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0		40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	124.1 DEG					149.4 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-1.5	-1.4	17	0.0	0.0	-1.2	-1.2
	18	0.0	0.0	-1.8	-1.7	18	0.0	0.0	-2.0	-2.0
	19	0.0	0.0	-2.5	-2.5	19	0.0	0.0	-3.0	-3.0
	20	0.0	0.0	-2.3	-2.3	20	0.0	0.0	-4.3	-4.3
	21	0.0	0.0	-2.3	-2.2	21	0.0	0.0	-4.7	-4.7
	22	0.0	0.0	-2.4	-2.3	22	0.0	0.0	-4.5	-4.4
	23	0.0	0.0	-2.3	-2.2	23	0.0	0.0	-4.6	-4.5
	24	0.0	0.0	-1.9	-1.8	24	0.0	0.0	-4.0	-4.0
	25	0.0	0.0	-2.1	-1.8	25	0.0	0.0	-3.6	-3.5
	26	0.0	0.0	-1.4	-1.2	26	0.0	0.0	-3.2	-3.2
	27	0.0	0.0	-0.8	-0.7	27	0.0	0.0	-2.7	-2.6
	28	0.0	0.0	-0.6	-0.5	28	0.0	0.0	-2.0	-1.9
	29	0.0	0.0	-0.4	-0.3	29	0.0	0.0	-1.3	-1.4
	30	0.0	0.0	-0.2	-0.2	30	0.0	0.0	-0.9	-0.9
	31	0.0	0.0	0.2	0.1	31	0.0	0.0	-0.4	-0.4
	32	0.0	0.0	-0.1	-0.1	32	0.0	0.0	-0.8	-0.8
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	126.5 DEG					150.7 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-1.6	-1.6	17	0.0	0.0	-1.1	-1.1
	18	0.0	0.0	-1.8	-1.8	18	0.0	0.0	-2.0	-2.0
	19	0.0	0.0	-2.5	-2.6	19	0.0	0.0	-2.9	-2.9
	20	0.0	0.0	-2.4	-2.3	20	0.0	0.0	-4.3	-4.3
	21	0.0	0.0	-2.3	-2.2	21	0.0	0.0	-4.7	-4.7
	22	0.0	0.0	-2.4	-2.3	22	0.0	0.0	-4.4	-4.4
	23	0.0	0.0	-2.5	-2.3	23	0.0	0.0	-4.6	-4.5
	24	0.0	0.0	-2.0	-1.8	24	0.0	0.0	-4.0	-4.0
	25	0.0	0.0	-2.2	-2.0	25	0.0	0.0	-3.5	-3.5
	26	0.0	0.0	-1.6	-1.3	26	0.0	0.0	-3.1	-3.0
	27	0.0	0.0	-1.0	-0.8	27	0.0	0.0	-2.5	-2.4
	28	0.0	0.0	-0.7	-0.6	28	0.0	0.0	-1.8	-1.7
	29	0.0	0.0	-0.5	-0.4	29	0.0	0.0	-1.3	-1.2
	30	0.0	0.0	-0.2	-0.2	30	0.0	0.0	-0.7	-0.7
	31	0.0	0.0	0.1	0.0	31	0.0	0.0	-0.2	-0.2
	32	0.0	0.0	-0.2	-0.1	32	0.0	0.0	-0.8	-0.7
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	128.8 DEG					151.9 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-2.0	-2.0	17	0.0	0.0	-1.1	-1.1
	18	0.0	0.0	-2.0	-2.0	18	0.0	0.0	-2.0	-1.9
	19	0.0	0.0	-2.4	-2.3	19	0.0	0.0	-2.8	-2.8
	20	0.0	0.0	-2.3	-2.3	20	0.0	0.0	-4.2	-4.2
	21	0.0	0.0	-2.3	-2.3	21	0.0	0.0	-4.7	-4.7
	22	0.0	0.0	-2.5	-2.4	22	0.0	0.0	-4.7	-4.7
	23	0.0	0.0	-2.5	-2.4	23	0.0	0.0	-4.5	-4.5
	24	0.0	0.0	-2.3	-2.1	24	0.0	0.0	-4.1	-4.0
	25	0.0	0.0	-2.5	-2.2	25	0.0	0.0	-3.6	-3.6
	26	0.0	0.0	-1.7	-1.5	26	0.0	0.0	-3.0	-2.9
	27	0.0	0.0	-1.2	-1.0	27	0.0	0.0	-2.3	-2.2
	28	0.0	0.0	-1.0	-0.9	28	0.0	0.0	-1.6	-1.6
	29	0.0	0.0	-0.8	-0.6	29	0.0	0.0	-1.0	-0.9
	30	0.0	0.0	-0.5	-0.4	30	0.0	0.0	-0.5	-0.5
	31	0.0	0.0	-0.2	-0.1	31	0.0	0.0	-0.1	-0.1
	32	0.0	0.0	-0.5	-0.2	32	0.0	0.0	-0.5	-0.6
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	131.1 DEG					153 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-2.1	-2.1	17	0.0	0.0	-1.1	-1.1
	18	0.0	0.0	-2.1	-2.1	18	0.0	0.0	-1.9	-1.9
	19	0.0	0.0	-2.5	-2.5	19	0.0	0.0	-2.8	-2.8
	20	0.0	0.0	-2.4	-2.3	20	0.0	0.0	-4.2	-4.2
	21	0.0	0.0	-2.3	-2.3	21	0.0	0.0	-5.0	-5.0
	22	0.0	0.0	-2.5	-2.4	22	0.0	0.0	-5.0	-5.0
	23	0.0	0.0	-2.5	-2.5	23	0.0	0.0	-4.5	-4.5
	24	0.0	0.0	-2.4	-2.2	24	0.0	0.0	-4.1	-4.0
	25	0.0	0.0	-2.5	-2.3	25	0.0	0.0	-3.8	-3.7
	26	0.0	0.0	-1.8	-1.6	26	0.0	0.0	-2.9	-2.8
	27	0.0	0.0	-1.4	-1.2	27	0.0	0.0	-2.1	-2.1
	28	0.0	0.0	-1.2	-1.0	28	0.0	0.0	-1.5	-1.5
	29	0.0	0.0	-1.0	-0.8	29	0.0	0.0	-0.7	-0.8
	30	0.0	0.0	-0.7	-0.5	30	0.0	0.0	-0.4	-0.4
	31	0.0	0.0	-0.3	-0.2	31	0.0	0.0	-0.1	-0.1
	32	0.0	0.0	-0.8	-0.3	32	0.0	0.0	-0.4	-0.3
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	133.2 DEG					154.1 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-1.8	-1.8	17	0.0	0.0	-1.2	-1.2
	18	0.0	0.0	-2.2	-2.1	18	0.0	0.0	-1.8	-1.8
	19	0.0	0.0	-2.8	-2.9	19	0.0	0.0	-2.7	-2.7
	20	0.0	0.0	-2.5	-2.5	20	0.0	0.0	-4.0	-4.0
	21	0.0	0.0	-2.4	-2.3	21	0.0	0.0	-5.1	-5.0
	22	0.0	0.0	-2.3	-2.2	22	0.0	0.0	-5.1	-5.1
	23	0.0	0.0	-2.4	-2.3	23	0.0	0.0	-4.5	-4.5
	24	0.0	0.0	-2.3	-2.0	24	0.0	0.0	-4.1	-4.1
	25	0.0	0.0	-2.4	-2.2	25	0.0	0.0	-3.8	-3.8
	26	0.0	0.0	-1.8	-1.6	26	0.0	0.0	-2.8	-2.7
	27	0.0	0.0	-1.4	-1.3	27	0.0	0.0	-1.9	-1.9
	28	0.0	0.0	-1.3	-1.1	28	0.0	0.0	-1.4	-1.4
	29	0.0	0.0	-1.1	-0.9	29	0.0	0.0	-0.5	-0.5
	30	0.0	0.0	-0.9	-0.6	30	0.0	0.0	-0.1	-0.1
	31	0.0	0.0	-0.6	-0.3	31	0.0	0.0	-0.1	-0.1
	32	0.0	0.0	-1.3	-0.4	32	0.0	0.0	-0.2	-0.2
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	135.2 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-1.7	-1.6
	18	0.0	0.0	-2.2	-2.2
	19	0.0	0.0	-3.2	-3.2
	20	0.0	0.0	-2.8	-2.7
	21	0.0	0.0	-2.4	-2.4
	22	0.0	0.0	-2.2	-2.2
	23	0.0	0.0	-2.3	-2.3
	24	0.0	0.0	-2.1	-2.1
	25	0.0	0.0	-2.3	-2.1
	26	0.0	0.0	-1.9	-1.6
	27	0.0	0.0	-1.6	-1.4
	28	0.0	0.0	-1.4	-1.2
	29	0.0	0.0	-1.2	-0.9
	30	0.0	0.0	-1.0	-0.7
	31	0.0	0.0	-0.7	-0.4
	32	0.0	0.0	-1.6	-0.5
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	137.1 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-1.9	-1.9
	18	0.0	0.0	-2.5	-2.5
	19	0.0	0.0	-3.3	-3.3
	20	0.0	0.0	-3.0	-3.0
	21	0.0	0.0	-2.8	-2.7
	22	0.0	0.0	-2.5	-2.6
	23	0.0	0.0	-2.6	-2.5
	24	0.0	0.0	-2.5	-2.4
	25	0.0	0.0	-2.7	-2.5
	26	0.0	0.0	-2.1	-1.9
	27	0.0	0.0	-1.8	-1.7
	28	0.0	0.0	-1.4	-1.3
	29	0.0	0.0	-1.1	-0.8
	30	0.0	0.0	-0.7	-0.5
	31	0.0	0.0	-0.5	-0.2
	32	0.0	0.0	-1.3	-0.4
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	139 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-2.3	-2.3
	18	0.0	0.0	-2.8	-2.8
	19	0.0	0.0	-3.3	-3.2
	20	0.0	0.0	-3.2	-3.2
	21	0.0	0.0	-3.1	-3.0
	22	0.0	0.0	-2.9	-2.8
	23	0.0	0.0	-2.8	-2.8
	24	0.0	0.0	-2.8	-2.7
	25	0.0	0.0	-3.0	-2.8
	26	0.0	0.0	-2.4	-2.2
	27	0.0	0.0	-2.1	-1.8
	28	0.0	0.0	-1.5	-1.3
	29	0.0	0.0	-1.0	-0.8
	30	0.0	0.0	-0.5	-0.4
	31	0.0	0.0	-0.3	-0.2
	32	0.0	0.0	-1.0	-0.4
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	140.7 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-2.3	-2.3
	18	0.0	0.0	-2.9	-2.9
	19	0.0	0.0	-3.4	-3.4
	20	0.0	0.0	-3.4	-3.4
	21	0.0	0.0	-3.2	-3.2
	22	0.0	0.0	-3.1	-3.0
	23	0.0	0.0	-3.0	-2.9
	24	0.0	0.0	-2.9	-2.8
	25	0.0	0.0	-3.1	-2.9
	26	0.0	0.0	-2.4	-2.2
	27	0.0	0.0	-2.1	-2.0
	28	0.0	0.0	-1.4	-1.3
	29	0.0	0.0	-0.9	-0.7
	30	0.0	0.0	-0.3	-0.3
	31	0.0	0.0	-0.2	-0.2
	32	0.0	0.0	-0.9	-0.3
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	142.4 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-2.2	-2.2
	18	0.0	0.0	-2.9	-2.9
	19	0.0	0.0	-3.7	-3.7
	20	0.0	0.0	-3.4	-3.4
	21	0.0	0.0	-3.1	-3.1
	22	0.0	0.0	-3.0	-2.9
	23	0.0	0.0	-3.0	-2.9
	24	0.0	0.0	-2.7	-2.7
	25	0.0	0.0	-2.8	-2.6
	26	0.0	0.0	-2.2	-2.1
	27	0.0	0.0	-1.9	-1.7
	28	0.0	0.0	-1.3	-1.1
	29	0.0	0.0	-0.8	-0.8
	30	0.0	0.0	-0.4	-0.3
	31	0.0	0.0	-0.3	-0.2
	32	0.0	0.0	-1.1	-0.4
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	143.9 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-2.1	-2.1
	18	0.0	0.0	-2.9	-2.9
	19	0.0	0.0	-3.8	-3.8
	20	0.0	0.0	-3.4	-3.4
	21	0.0	0.0	-3.1	-3.0
	22	0.0	0.0	-2.8	-2.9
	23	0.0	0.0	-2.9	-2.9
	24	0.0	0.0	-2.6	-2.5
	25	0.0	0.0	-2.5	-2.4
	26	0.0	0.0	-2.0	-1.8
	27	0.0	0.0	-1.7	-1.6
	28	0.0	0.0	-1.1	-1.0
	29	0.0	0.0	-0.8	-0.7
	30	0.0	0.0	-0.4	-0.4
	31	0.0	0.0	-0.4	-0.3
	32	0.0	0.0	-1.3	-0.4
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	145.4 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-2.0	-2.0
	18	0.0	0.0	-2.9	-2.9
	19	0.0	0.0	-4.0	-4.0
	20	0.0	0.0	-3.5	-3.4
	21	0.0	0.0	-3.1	-3.0
	22	0.0	0.0	-2.8	-2.9
	23	0.0	0.0	-3.0	-2.9
	24	0.0	0.0	-2.6	-2.5
	25	0.0	0.0	-2.4	-2.2
	26	0.0	0.0	-1.9	-1.7
	27	0.0	0.0	-1.5	-1.4
	28	0.0	0.0	-1.0	-0.8
	29	0.0	0.0	-0.7	-0.7
	30	0.0	0.0	-0.5	-0.3
	31	0.0	0.0	-0.4	-0.3
	32	0.0	0.0	-1.3	-0.6
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	146.9 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-2.1	-2.1
	18	0.0	0.0	-3.0	-3.0
	19	0.0	0.0	-4.1	-4.1
	20	0.0	0.0	-3.7	-3.7
	21	0.0	0.0	-3.4	-3.4
	22	0.0	0.0	-3.2	-3.1
	23	0.0	0.0	-3.1	-3.0
	24	0.0	0.0	-2.8	-2.7
	25	0.0	0.0	-2.5	-2.4
	26	0.0	0.0	-1.8	-1.7
	27	0.0	0.0	-1.4	-1.3
	28	0.0	0.0	-0.9	-0.9
	29	0.0	0.0	-0.6	-0.6
	30	0.0	0.0	-0.2	-0.2
	31	0.0	0.0	-0.2	-0.1
	32	0.0	0.0	-1.1	-0.5
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	148.2 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-2.1	-2.1
	18	0.0	0.0	-3.1	-3.1
	19	0.0	0.0	-4.2	-4.2
	20	0.0	0.0	-4.0	-4.0
	21	0.0	0.0	-3.6	-3.6
	22	0.0	0.0	-3.4	-3.4
	23	0.0	0.0	-3.2	-3.2
	24	0.0	0.0	-2.9	-2.9
	25	0.0	0.0	-2.7	-2.5
	26	0.0	0.0	-1.9	-1.7
	27	0.0	0.0	-1.3	-1.2
	28	0.0	0.0	-0.8	-0.8
	29	0.0	0.0	-0.5	-0.4
	30	0.0	0.0	-0.1	-0.1
	31	0.0	0.0	0.1	0.1
	32	0.0	0.0	-1.0	-0.5
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	149.5 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-2.2	-2.2
	18	0.0	0.0	-3.2	-3.2
	19	0.0	0.0	-4.2	-4.2
	20	0.0	0.0	-4.2	-4.2
	21	0.0	0.0	-3.9	-3.9
	22	0.0	0.0	-3.6	-3.5
	23	0.0	0.0	-3.3	-3.3
	24	0.0	0.0	-3.1	-3.0
	25	0.0	0.0	-2.8	-2.6
	26	0.0	0.0	-1.8	-1.8
	27	0.0	0.0	-1.3	-1.2
	28	0.0	0.0	-0.9	-0.8
	29	0.0	0.0	-0.3	-0.3
	30	0.0	0.0	0.0	0.0
	31	0.0	0.0	0.3	0.2
	32	0.0	0.0	-0.8	-0.4
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	150.7 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-2.1	-2.1
	18	0.0	0.0	-3.1	-3.1
	19	0.0	0.0	-4.2	-4.2
	20	0.0	0.0	-4.3	-4.3
	21	0.0	0.0	-4.0	-4.0
	22	0.0	0.0	-3.6	-3.6
	23	0.0	0.0	-3.3	-3.3
	24	0.0	0.0	-3.0	-3.0
	25	0.0	0.0	-2.7	-2.5
	26	0.0	0.0	-1.8	-1.7
	27	0.0	0.0	-1.0	-1.0
	28	0.0	0.0	-0.8	-0.7
	29	0.0	0.0	-0.2	-0.2
	30	0.0	0.0	0.2	0.2
	31	0.0	0.0	0.5	0.3
	32	0.0	0.0	-0.7	-0.3
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	151.9 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-2.0	-2.0
	18	0.0	0.0	-3.0	-3.0
	19	0.0	0.0	-4.1	-4.1
	20	0.0	0.0	-4.2	-4.2
	21	0.0	0.0	-4.0	-3.9
	22	0.0	0.0	-3.5	-3.5
	23	0.0	0.0	-3.2	-3.2
	24	0.0	0.0	-2.8	-2.7
	25	0.0	0.0	-2.4	-2.3
	26	0.0	0.0	-1.6	-1.5
	27	0.0	0.0	-0.9	-0.9
	28	0.0	0.0	-0.7	-0.6
	29	0.0	0.0	-0.2	-0.2
	30	0.0	0.0	0.3	0.2
	31	0.0	0.0	0.5	0.3
	32	0.0	0.0	-0.6	-0.2
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	153 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-1.9	-1.9
	18	0.0	0.0	-2.9	-2.9
	19	0.0	0.0	-4.1	-4.1
	20	0.0	0.0	-4.2	-4.2
	21	0.0	0.0	-3.9	-3.9
	22	0.0	0.0	-3.4	-3.4
	23	0.0	0.0	-3.1	-3.1
	24	0.0	0.0	-2.6	-2.5
	25	0.0	0.0	-2.2	-2.0
	26	0.0	0.0	-1.4	-1.3
	27	0.0	0.0	-0.7	-0.7
	28	0.0	0.0	-0.6	-0.5
	29	0.0	0.0	-0.2	-0.2
	30	0.0	0.0	0.3	0.3
	31	0.0	0.0	0.6	0.4
	32	0.0	0.0	-0.5	-0.3
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	154 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-1.9	-1.9
	18	0.0	0.0	-2.8	-2.9
	19	0.0	0.0	-4.1	-4.1
	20	0.0	0.0	-4.1	-4.1
	21	0.0	0.0	-3.8	-3.8
	22	0.0	0.0	-3.3	-3.3
	23	0.0	0.0	-3.0	-2.9
	24	0.0	0.0	-2.4	-2.3
	25	0.0	0.0	-1.9	-1.9
	26	0.0	0.0	-1.1	-1.2
	27	0.0	0.0	-0.5	-0.5
	28	0.0	0.0	-0.5	-0.6
	29	0.0	0.0	-0.2	-0.1
	30	0.0	0.0	0.4	0.4
	31	0.0	0.0	0.8	0.4
	32	0.0	0.0	-0.4	-0.2
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	155 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-1.8	-1.8
	18	0.0	0.0	-2.8	-2.8
	19	0.0	0.0	-4.1	-4.1
	20	0.0	0.0	-4.1	-4.1
	21	0.0	0.0	-3.8	-3.8
	22	0.0	0.0	-3.2	-3.1
	23	0.0	0.0	-2.9	-2.9
	24	0.0	0.0	-2.2	-2.1
	25	0.0	0.0	-1.7	-1.6
	26	0.0	0.0	-1.0	-0.9
	27	0.0	0.0	-0.4	-0.3
	28	0.0	0.0	-0.5	-0.4
	29	0.0	0.0	-0.1	-0.1
	30	0.0	0.0	0.5	0.4
	31	0.0	0.0	0.8	0.6
	32	0.0	0.0	-0.4	-0.2
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	156 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-1.9	-1.9
	18	0.0	0.0	-2.8	-2.8
	19	0.0	0.0	-4.1	-4.1
	20	0.0	0.0	-4.2	-4.2
	21	0.0	0.0	-4.0	-4.0
	22	0.0	0.0	-3.4	-3.4
	23	0.0	0.0	-3.0	-2.9
	24	0.0	0.0	-2.4	-2.3
	25	0.0	0.0	-1.8	-1.8
	26	0.0	0.0	-1.0	-1.0
	27	0.0	0.0	-0.3	-0.3
	28	0.0	0.0	-0.4	-0.4
	29	0.0	0.0	0.0	0.1
	30	0.0	0.0	0.6	0.5
	31	0.0	0.0	0.8	0.5
	32	0.0	0.0	-0.4	-0.1
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

SEPARATE FLOW NOZZLE WITH CHEVRONS NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	156.9 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	-1.9	-1.9
	18	0.0	0.0	-2.8	-2.8
	19	0.0	0.0	-4.1	-4.1
	20	0.0	0.0	-4.2	-4.2
	21	0.0	0.0	-4.0	-4.0
	22	0.0	0.0	-3.4	-3.4
	23	0.0	0.0	-3.0	-2.9
	24	0.0	0.0	-2.4	-2.3
	25	0.0	0.0	-1.8	-1.8
	26	0.0	0.0	-1.0	-1.0
	27	0.0	0.0	-0.3	-0.3
	28	0.0	0.0	-0.4	-0.4
	29	0.0	0.0	0.0	0.1
	30	0.0	0.0	0.6	0.5
	31	0.0	0.0	0.8	0.5
	32	0.0	0.0	-0.4	-0.1
	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

APPENDIX III

**TABULATED FLYOVER NOISE DIFFERENCES FOR
FORWARD-SWEPT FAN
RELATIVE TO BASELINE**

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

27.6 DEG				48.8 DEG				50.9 DEG			
BAND	FANI	FAND	JET	BAND	FANI	FAND	JET	BAND	FANI	FAND	JET
			TOTAL				TOTAL				TOTAL
17	-0.8	0.0	0.0	0.0	17	0.0	0.0	0.0	17	0.0	0.0
18	-0.9	-0.9	0.0	0.0	18	0.0	0.0	0.0	18	0.0	0.0
19	-0.9	-0.9	0.0	0.0	19	-0.1	0.0	0.0	19	0.0	0.0
20	-0.8	-0.9	0.0	0.0	20	-0.1	0.0	0.0	20	-0.1	0.0
21	-0.9	-0.9	0.0	0.0	21	-0.1	-0.8	0.0	21	0.0	-0.9
22	-0.9	-0.9	0.0	0.0	22	-0.2	-0.8	0.0	22	-0.1	-0.9
23	-0.9	-0.9	0.0	0.0	23	-0.2	-0.9	0.0	23	-0.1	-0.9
24	-0.9	-0.9	0.0	0.0	24	-0.2	-0.8	0.0	24	-0.1	-0.9
25	-0.9	-0.9	0.0	0.0	25	-0.2	-0.9	0.0	25	0.0	-0.8
26	-0.9	-0.9	0.0	0.0	26	-0.2	-0.9	0.0	26	-0.1	-0.9
27	-0.9	-0.9	0.0	-0.1	27	-0.1	-0.8	0.0	27	-0.1	-0.9
28	-0.9	-0.9	0.0	-0.2	28	-0.1	-0.9	0.0	28	-5.3	-0.9
29	-0.9	-0.8	0.0	-0.3	29	-0.1	-0.9	0.0	29	-42.5	-0.9
30	-0.9	-0.9	0.0	-0.5	30	-0.1	-0.8	0.0	30	-42.4	-0.9
31	-0.9	-0.9	0.0	-0.7	31	-0.1	-0.9	0.0	31	-44.1	-0.9
32	-0.8	-0.9	0.0	-0.8	32	-0.2	-0.9	0.0	32	-43.8	-0.9
33	-0.9	-0.9	0.0	-0.8	33	-4.3	-0.8	0.0	33	-38.3	-0.9
34	-0.8	-0.9	0.0	-0.8	34	-23.4	-0.8	0.0	34	-36.0	-0.9
35	-0.9	-0.9	0.0	-0.9	35	-16.5	-0.9	0.0	35	-33.1	-0.8
36	-0.8	-0.9	0.0	-0.9	36	-3.8	-0.9	0.0	36	-26.3	-0.8
37	-1.1	-0.9	0.0	-1.0	37	-6.5	-0.9	0.0	37	-4.8	-0.9
38	-0.9	-1.1	0.0	-1.1	38	0.0	-1.1	0.0	38	-17.7	-1.1
39	-0.9	-0.9	0.0	-0.9	39	0.0	0.0	0.0	39	-2.2	-1.4
40	-1.1	-0.9	0.0	-0.9	40	0.0	0.0	0.0	40	0.0	-0.8

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

30.8 DEG					50 DEG					53.1 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	-0.8	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	-0.9	-0.9	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	-0.9	-0.9	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	-0.9	-0.9	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	-0.9	-0.9	0.0	0.0	21	-0.1	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
22	-0.9	-0.8	0.0	0.0	22	-0.2	-0.9	0.0	0.0	22	-0.1	-0.9	0.0	0.0
23	-0.9	-0.8	0.0	0.0	23	-0.2	-0.9	0.0	0.0	23	-0.1	-0.9	0.0	0.0
24	-0.8	-0.8	0.0	0.0	24	-0.1	-0.9	0.0	0.0	24	-0.1	-0.9	0.0	0.0
25	-0.9	-0.9	0.0	0.0	25	-0.1	-0.9	0.0	0.0	25	-0.1	-0.9	0.0	0.0
26	-0.9	-0.8	0.0	0.0	26	-0.2	-0.9	0.0	0.0	26	-0.1	-0.9	0.0	0.0
27	-0.9	-0.9	0.0	0.0	27	-0.1	-0.8	0.0	0.0	27	0.0	-0.9	0.0	0.0
28	-0.9	-0.9	0.0	-0.2	28	-0.1	-0.8	0.0	0.0	28	-5.6	-0.9	0.0	-0.1
29	-0.9	-0.9	0.0	-0.3	29	-0.1	-0.9	0.0	0.0	29	-42.0	-0.9	0.0	-0.1
30	-0.9	-0.9	0.0	-0.5	30	-0.1	-0.9	0.0	-0.2	30	-42.3	-0.9	0.0	-0.2
31	-0.9	-0.9	0.0	-0.6	31	-0.1	-0.8	0.0	-0.2	31	-44.0	-0.9	0.0	-0.3
32	-0.9	-0.8	0.0	-0.8	32	-0.2	-0.9	0.0	-0.4	32	-43.9	-0.9	0.0	-0.5
33	-0.9	-0.9	0.0	-0.8	33	-4.6	-0.8	0.0	-0.7	33	-38.2	-0.8	0.0	-0.4
34	-0.9	-0.9	0.0	-0.8	34	-23.5	-0.8	0.0	-1.0	34	-36.1	-0.8	0.0	-0.5
35	-0.8	-0.9	0.0	-0.8	35	-16.7	-0.8	0.0	-0.9	35	-33.2	-0.9	0.0	-0.7
36	-0.9	-0.9	0.0	-0.9	36	-4.4	-0.9	0.0	-0.9	36	-26.4	-0.9	0.0	-0.7
37	-1.1	-0.9	0.0	-1.0	37	-6.9	-1.0	0.0	-1.0	37	-3.7	-0.9	0.0	-0.7
38	-0.9	-1.2	0.0	-1.0	38	0.0	-1.1	0.0	-0.9	38	-18.0	-1.1	0.0	-1.0
39	-0.9	-0.9	0.0	-0.9	39	0.0	0.0	0.0	0.0	39	-2.8	-1.4	0.0	-1.3
40	-1.1	-0.9	0.0	-0.9	40	0.0	0.0	0.0	0.0	40	0.0	-0.8	0.0	-0.6

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

34.9 DEG					51.2 DEG					55.4 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	-0.9	-0.9	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	-0.9	-0.9	0.0	0.0	18	-0.1	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	-0.9	-0.9	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	-0.8	-0.9	0.0	0.0	20	-0.1	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	-0.8	-0.9	0.0	0.0	21	-0.1	-0.7	0.0	0.0	21	-0.1	-0.9	0.0	0.0
22	-0.8	-0.9	0.0	0.0	22	-0.1	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0
23	-0.9	-0.9	0.0	-0.1	23	-0.1	-0.9	0.0	0.0	23	-0.1	-0.8	0.0	0.0
24	-0.8	-0.9	0.0	0.0	24	-0.1	-0.9	0.0	0.0	24	-0.1	-0.9	0.0	0.0
25	-0.8	-0.9	0.0	0.0	25	-0.2	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0
26	-0.8	-0.9	0.0	0.0	26	-0.2	-0.9	0.0	0.0	26	-0.1	-0.8	0.0	0.0
27	-0.9	-0.9	0.0	-0.1	27	-0.1	-0.9	0.0	0.0	27	-0.1	-0.9	0.0	0.0
28	-0.8	-0.9	0.0	-0.1	28	-0.2	-0.9	0.0	-0.1	28	-7.4	-0.9	0.0	0.0
29	-0.9	-0.9	0.0	-0.3	29	-0.1	-0.9	0.0	-0.1	29	-41.6	-0.9	0.0	-0.1
30	-0.9	-0.8	0.0	-0.4	30	-0.1	-0.9	0.0	-0.2	30	-42.1	-0.9	0.0	-0.2
31	-0.9	-0.9	0.0	-0.6	31	-0.1	-0.9	0.0	-0.2	31	-44.2	-0.9	0.0	-0.3
32	-0.9	-0.9	0.0	-0.7	32	-1.2	-0.9	0.0	-0.4	32	-43.3	-0.8	0.0	-0.4
33	-0.9	-0.9	0.0	-0.8	33	-13.1	-0.8	0.0	-0.7	33	-38.1	-0.9	0.0	-0.3
34	-0.9	-0.9	0.0	-0.9	34	-23.6	-0.9	0.0	-0.9	34	-36.1	-0.8	0.0	-0.5
35	-0.9	-0.9	0.0	-0.9	35	-16.9	-0.9	0.0	-0.8	35	-33.2	-0.9	0.0	-0.6
36	-0.9	-0.9	0.0	-0.9	36	-4.1	-0.9	0.0	-0.8	36	-26.4	-0.8	0.0	-0.7
37	-1.1	-0.9	0.0	-0.9	37	-7.3	-1.0	0.0	-1.0	37	-5.0	-0.9	0.0	-0.7
38	-0.8	-1.1	0.0	-1.1	38	0.0	-1.1	0.0	-0.9	38	-18.2	-1.1	0.0	-1.0
39	-0.9	-0.9	0.0	-0.9	39	0.0	-0.4	0.0	-0.1	39	-3.3	-1.4	0.0	-1.3
40	-1.1	-0.9	0.0	-0.9	40	0.0	0.0	0.0	0.0	40	0.0	-0.8	0.0	-0.6

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

40.3 DEG					52.5 DEG					57.8 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	-0.9	-0.8	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	-0.9	-0.9	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	-0.9	-0.9	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	-0.9	-0.9	0.0	0.0	20	-0.1	0.0	0.0	0.0	20	-0.1	0.0	0.0	0.0
21	-0.9	-0.9	0.0	0.0	21	-0.1	-0.6	0.0	0.0	21	0.0	-0.8	0.0	0.0
22	-0.9	-0.9	0.0	0.0	22	-0.1	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0
23	-0.9	-0.9	0.0	0.0	23	-0.2	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
24	-0.9	-0.9	0.0	0.0	24	-0.1	-0.9	0.0	0.0	24	-0.1	-0.9	0.0	0.0
25	-0.8	-0.9	0.0	0.0	25	-0.1	-0.8	0.0	0.0	25	-0.1	-0.9	0.0	0.0
26	-0.9	-0.9	0.0	0.0	26	-0.1	-0.9	0.0	0.0	26	-0.1	-0.9	0.0	0.0
27	-0.8	-0.9	0.0	0.0	27	-0.1	-0.9	0.0	0.0	27	0.0	-0.9	0.0	0.0
28	-0.9	-0.9	0.0	-0.1	28	-0.1	-0.9	0.0	0.0	28	-9.8	-0.9	0.0	-0.1
29	-0.9	-0.8	0.0	-0.2	29	-0.1	-0.8	0.0	-0.1	29	-41.5	-0.9	0.0	-0.1
30	-0.9	-0.9	0.0	-0.4	30	-0.1	-0.8	0.0	-0.1	30	-42.0	-0.9	0.0	-0.1
31	-0.9	-0.8	0.0	-0.6	31	-0.1	-0.9	0.0	-0.2	31	-44.0	-0.8	0.0	-0.2
32	-0.9	-0.9	0.0	-0.7	32	-2.2	-0.8	0.0	-0.4	32	-43.1	-0.9	0.0	-0.3
33	-0.9	-0.8	0.0	-0.8	33	-22.3	-0.9	0.0	-0.7	33	-37.9	-0.9	0.0	-0.3
34	-0.8	-0.8	0.0	-0.8	34	-23.8	-0.9	0.0	-0.9	34	-36.0	-0.9	0.0	-0.4
35	-0.9	-0.9	0.0	-0.9	35	-17.0	-0.9	0.0	-0.8	35	-33.1	-0.9	0.0	-0.5
36	-0.9	-0.9	0.0	-0.9	36	-3.6	-0.9	0.0	-0.8	36	-26.5	-0.8	0.0	-0.5
37	-1.1	-1.0	0.0	-0.9	37	-7.6	-0.9	0.0	-0.9	37	-7.1	-0.9	0.0	-0.7
38	-0.9	-1.0	0.0	-1.0	38	0.0	-1.1	0.0	-1.0	38	-18.3	-1.2	0.0	-1.0
39	-0.9	-0.9	0.0	-0.8	39	0.0	-0.9	0.0	-0.2	39	-3.9	-1.4	0.0	-1.3
40	-1.1	-0.9	0.0	-0.9	40	0.0	0.0	0.0	0.0	40	0.0	-0.8	0.0	-0.6

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

47.6 DEG					53.9 DEG					60.5 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	-0.9	-0.9	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	-0.9	-0.9	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	-0.9	-0.8	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	-0.9	-0.9	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	-0.9	-0.9	0.0	0.0	21	-0.1	-0.7	0.0	0.0	21	0.0	-0.9	0.0	0.0
22	-0.9	-0.9	0.0	0.0	22	-0.1	-0.9	0.0	0.0	22	0.0	-0.8	0.0	0.0
23	-0.9	-0.9	0.0	0.0	23	-0.1	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
24	-0.9	-0.9	0.0	0.0	24	-0.1	-0.9	0.0	0.0	24	-0.1	-0.9	0.0	0.0
25	-0.8	-0.9	0.0	0.0	25	-0.1	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0
26	-0.8	-0.8	0.0	0.0	26	-0.1	-0.9	0.0	0.0	26	-0.1	-0.9	0.0	0.0
27	-0.8	-0.9	0.0	-0.1	27	-0.1	-0.8	0.0	0.0	27	-0.1	-0.8	0.0	0.0
28	-0.9	-0.9	0.0	-0.1	28	-0.1	-0.9	0.0	0.0	28	-10.7	-0.8	0.0	-0.1
29	-0.9	-0.9	0.0	-0.2	29	-0.1	-0.8	0.0	-0.1	29	-41.4	-0.9	0.0	-0.1
30	-0.9	-0.8	0.0	-0.4	30	-0.1	-0.9	0.0	-0.1	30	-41.7	-0.9	0.0	-0.1
31	-0.9	-0.9	0.0	-0.5	31	-0.1	-0.8	0.0	-0.2	31	-43.7	-0.9	0.0	-0.2
32	-0.9	-0.9	0.0	-0.6	32	-3.3	-0.8	0.0	-0.4	32	-42.9	-0.9	0.0	-0.2
33	-0.9	-0.9	0.0	-0.8	33	-26.9	-0.8	0.0	-0.7	33	-37.6	-0.9	0.0	-0.2
34	-0.9	-0.9	0.0	-0.8	34	-23.7	-0.9	0.0	-0.9	34	-36.1	-0.9	0.0	-0.4
35	-0.8	-0.9	0.0	-0.9	35	-17.1	-0.9	0.0	-0.8	35	-33.0	-0.9	0.0	-0.4
36	-1.0	-0.9	0.0	-0.9	36	-3.1	-0.9	0.0	-0.8	36	-26.5	-0.9	0.0	-0.6
37	-1.1	-0.9	0.0	-0.9	37	-7.8	-1.0	0.0	-0.9	37	-9.8	-0.8	0.0	-0.6
38	-0.9	-1.1	0.0	-1.1	38	0.0	-1.1	0.0	-1.0	38	-18.3	-1.1	0.0	-1.0
39	-1.0	-0.9	0.0	-0.8	39	0.0	-0.9	0.0	-0.3	39	-4.9	-1.4	0.0	-1.2
40	-1.1	-0.9	0.0	-0.9	40	0.0	0.0	0.0	0.0	40	0.0	-0.8	0.0	-0.6

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

57.6 DEG					55.3 DEG					63.4 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	-0.8	-0.9	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	-0.8	-0.8	0.0	0.0	18	-0.1	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	-0.9	-0.9	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	-0.8	-0.9	0.0	0.0	20	-0.1	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	-0.8	-0.9	0.0	0.0	21	-0.1	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
22	-0.9	-0.9	0.0	0.0	22	-0.1	-0.9	0.0	0.0	22	-0.1	-0.9	0.0	0.0
23	-0.9	-0.9	0.0	0.0	23	-0.1	-0.9	0.0	0.0	23	-0.1	-0.9	0.0	0.0
24	-0.9	-0.8	0.0	0.0	24	-0.1	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0
25	-0.9	-0.9	0.0	0.0	25	-0.2	-0.8	0.0	0.0	25	0.0	-0.9	0.0	0.0
26	-0.8	-0.9	0.0	0.0	26	-0.2	-0.9	0.0	0.0	26	-0.1	-0.9	0.0	0.0
27	-0.9	-0.9	0.0	0.0	27	-0.1	-0.9	0.0	0.0	27	0.0	-0.8	0.0	0.0
28	-0.9	-0.9	0.0	-0.1	28	-0.1	-0.8	0.0	0.0	28	-10.7	-0.9	0.0	0.0
29	-0.9	-0.9	0.0	-0.1	29	-0.1	-0.9	0.0	0.0	29	-41.1	-0.8	0.0	0.0
30	-0.9	-0.8	0.0	-0.2	30	-0.1	-0.9	0.0	-0.1	30	-41.5	-0.9	0.0	0.0
31	-0.9	-0.9	0.0	-0.5	31	-0.1	-0.9	0.0	-0.2	31	-43.8	-0.8	0.0	-0.2
32	-0.9	-0.8	0.0	-0.6	32	-4.5	-0.9	0.0	-0.4	32	-42.3	-0.9	0.0	-0.2
33	-0.9	-0.8	0.0	-0.7	33	-27.0	-0.8	0.0	-0.6	33	-37.6	-0.9	0.0	-0.1
34	-0.9	-0.9	0.0	-0.8	34	-23.7	-0.9	0.0	-0.7	34	-35.9	-0.9	0.0	-0.2
35	-0.9	-0.8	0.0	-0.8	35	-17.2	-0.9	0.0	-0.8	35	-32.9	-0.9	0.0	-0.3
36	-1.0	-0.9	0.0	-0.8	36	-3.2	-0.9	0.0	-0.7	36	-26.4	-0.9	0.0	-0.4
37	-1.2	-0.9	0.0	-0.9	37	-8.1	-0.9	0.0	-0.9	37	-13.1	-0.9	0.0	-0.5
38	-0.8	-1.1	0.0	-1.0	38	0.0	-1.1	0.0	-1.0	38	-18.4	-1.2	0.0	-0.9
39	-1.0	-0.9	0.0	-0.8	39	0.0	-0.8	0.0	-0.4	39	-5.7	-1.4	0.0	-1.2
40	-1.2	-1.0	0.0	-0.9	40	0.0	0.0	0.0	0.0	40	0.0	-0.8	0.0	-0.5

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

70.9 DEG					56.8 DEG					66.4 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	-0.9	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	-0.9	-0.9	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	-0.9	-0.9	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	-0.9	-0.9	0.0	0.0	21	-0.1	-0.9	0.0	0.0	21	-0.1	-0.9	0.0	0.0
22	-0.9	-0.9	0.0	0.0	22	-0.1	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0
23	-0.9	-0.9	0.0	0.0	23	-0.1	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
24	-0.8	-0.9	0.0	0.0	24	-0.1	-0.8	0.0	0.0	24	-0.1	-0.8	0.0	0.0
25	-0.9	-0.9	0.0	0.0	25	-0.1	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0
26	-0.8	-0.8	0.0	0.0	26	-0.1	-0.9	0.0	0.0	26	-0.1	-0.8	0.0	0.0
27	-0.9	-0.9	0.0	0.0	27	-0.1	-0.9	0.0	0.0	27	-0.1	-0.8	0.0	0.0
28	-0.9	-0.9	0.0	-0.1	28	-0.1	-0.9	0.0	0.0	28	-5.2	-0.9	0.0	0.0
29	-0.9	-0.9	0.0	0.0	29	-0.1	-0.8	0.0	0.0	29	-40.6	-0.9	0.0	0.0
30	-0.9	-0.9	0.0	-0.1	30	-0.1	-0.9	0.0	-0.1	30	-41.4	-0.9	0.0	-0.1
31	-0.9	-0.9	0.0	-0.2	31	0.0	-0.8	0.0	-0.2	31	-44.2	-0.9	0.0	-0.1
32	-0.9	-0.9	0.0	-0.3	32	-5.9	-0.9	0.0	-0.4	32	-41.4	-0.9	0.0	-0.2
33	-0.9	-0.9	0.0	-0.4	33	-26.9	-0.9	0.0	-0.6	33	-37.2	-0.9	0.0	-0.2
34	-0.9	-0.8	0.0	-0.6	34	-23.9	-0.9	0.0	-0.7	34	-36.1	-0.9	0.0	-0.2
35	-0.8	-0.9	0.0	-0.6	35	-12.0	-0.9	0.0	-0.8	35	-32.5	-0.9	0.0	-0.3
36	-1.4	-0.9	0.0	-0.6	36	-5.4	-0.9	0.0	-0.8	36	-20.4	-0.9	0.0	-0.4
37	-1.0	-1.2	0.0	-0.8	37	-8.3	-1.0	0.0	-0.9	37	-24.8	-0.8	0.0	-0.5
38	-0.8	-1.0	0.0	-0.7	38	0.0	-1.1	0.0	-1.0	38	-18.0	-1.4	0.0	-1.1
39	-1.1	-0.9	0.0	-0.5	39	0.0	-0.9	0.0	-0.4	39	-6.6	-1.2	0.0	-1.0
40	-1.3	-1.1	0.0	-0.6	40	0.0	0.0	0.0	0.0	40	0.0	-0.8	0.0	-0.5

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

87.4 DEG					58.4 DEG					69.7 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	-0.9	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	-0.9	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	-0.9	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	-0.9	-0.9	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	-0.9	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
22	-0.8	-0.9	0.0	0.0	22	-0.1	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0
23	-0.9	-0.9	0.0	0.0	23	-0.1	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
24	-0.9	-0.9	0.0	0.0	24	-0.1	-0.9	0.0	0.0	24	0.0	-0.8	0.0	0.0
25	-0.8	-0.9	0.0	0.0	25	-0.1	-0.9	0.0	0.0	25	-0.1	-0.9	0.0	0.0
26	-0.9	-0.9	0.0	-0.1	26	-0.1	-0.9	0.0	0.0	26	-0.1	-0.8	0.0	0.0
27	-0.9	-0.9	0.0	0.0	27	-0.1	-0.9	0.0	0.0	27	-0.1	-0.8	0.0	0.0
28	-0.9	-0.8	0.0	-0.1	28	-0.1	-0.9	0.0	0.0	28	2.0	-0.8	0.0	0.0
29	-0.9	-0.9	0.0	-0.1	29	-0.1	-0.9	0.0	0.0	29	-39.9	-0.8	0.0	0.0
30	-0.8	-0.9	0.0	-0.3	30	0.0	-0.9	0.0	-0.1	30	-41.3	-0.9	0.0	0.0
31	-0.9	-0.8	0.0	-0.4	31	-0.1	-0.9	0.0	-0.2	31	-44.2	-0.9	0.0	-0.1
32	-0.9	-0.9	0.0	-0.6	32	-7.5	-0.8	0.0	-0.4	32	-40.2	-0.9	0.0	-0.1
33	-0.8	-0.9	0.0	-0.7	33	-26.9	-0.9	0.0	-0.6	33	-37.2	-0.8	0.0	-0.1
34	-0.9	-0.8	0.0	-0.7	34	-23.7	-0.9	0.0	-0.7	34	-36.2	-0.9	0.0	-0.2
35	-0.9	-0.9	0.0	-0.7	35	-4.9	-0.8	0.0	-0.8	35	-31.9	-0.9	0.0	-0.2
36	-1.4	-1.2	0.0	-1.1	36	-7.6	-0.9	0.0	-0.8	36	-6.4	-0.9	0.0	-0.2
37	-0.9	-0.9	0.0	-0.7	37	-8.5	-0.9	0.0	-0.9	37	-26.0	-0.8	0.0	-0.4
38	-0.9	-0.9	0.0	-0.7	38	0.0	-1.1	0.0	-0.9	38	-17.3	-1.5	0.0	-1.2
39	-1.4	-1.1	0.0	-1.0	39	0.0	-0.9	0.0	-0.5	39	-7.5	-1.1	0.0	-0.7
40	-1.4	-1.2	0.0	-0.8	40	0.0	0.0	0.0	0.0	40	0.0	-0.8	0.0	-0.5

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE								
	105 DEG			60.1 DEG			73.1 DEG			BAND	FANI	FAND	JET	TOTAL
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	-0.9	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	-0.9	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	-0.9	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	-0.9	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	-0.9	0.0	0.0	21	-0.1	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
22	0.0	-0.9	0.0	0.0	22	-0.1	-0.9	0.0	0.0	22	-0.1	-0.9	0.0	0.0
23	0.0	-0.9	0.0	0.0	23	-0.1	-0.9	0.0	0.0	23	-0.1	-0.9	0.0	0.0
24	-0.9	-0.9	0.0	0.0	24	-0.1	-0.9	0.0	0.0	24	-0.1	-0.9	0.0	0.0
25	-0.9	-0.9	0.0	0.0	25	-0.1	-0.8	0.0	0.0	25	-0.1	-0.9	0.0	0.0
26	-0.9	-0.8	0.0	0.0	26	-0.1	-0.9	0.0	0.0	26	-0.1	-0.9	0.0	0.0
27	-0.9	-0.9	0.0	-0.1	27	-0.1	-0.9	0.0	0.0	27	0.0	-0.9	0.0	0.0
28	-0.8	-0.9	0.0	-0.2	28	-0.1	-0.9	0.0	0.0	28	1.7	-0.9	0.0	0.0
29	-0.9	-0.8	0.0	-0.2	29	-0.1	-0.9	0.0	-0.1	29	-38.8	-0.9	0.0	-0.1
30	-0.9	-0.9	0.0	-0.4	30	-0.1	-0.9	0.0	-0.1	30	-40.1	-0.9	0.0	0.0
31	-0.9	-0.9	0.0	-0.5	31	0.0	-0.9	0.0	-0.2	31	-43.2	-0.9	0.0	-0.1
32	-0.9	-0.8	0.0	-0.6	32	-9.0	-0.8	0.0	-0.3	32	-38.8	-0.9	0.0	-0.1
33	-0.9	-0.9	0.0	-0.7	33	-26.8	-0.9	0.0	-0.5	33	-35.9	-0.9	0.0	-0.1
34	-0.9	-0.9	0.0	-0.7	34	-23.7	-0.9	0.0	-0.7	34	-35.3	-0.9	0.0	-0.1
35	-1.1	-0.9	0.0	-0.7	35	1.9	-0.9	0.0	-0.5	35	-30.8	-0.9	0.0	-0.1
36	-1.5	-1.2	0.0	-0.9	36	-10.0	-0.9	0.0	-0.8	36	-24.5	-0.9	0.0	-0.2
37	-0.8	-0.9	0.0	-0.6	37	-8.6	-1.0	0.0	-0.9	37	-25.9	-0.7	0.0	-0.3
38	-1.0	-0.9	0.0	-0.7	38	0.0	-1.0	0.0	-1.0	38	-16.9	-1.5	0.0	-1.1
39	-1.5	-1.1	0.0	-0.8	39	0.0	-0.9	0.0	-0.5	39	-7.4	-1.0	0.0	-0.6
40	-1.4	-1.1	0.0	-0.5	40	0.0	0.0	0.0	0.0	40	0.0	-0.9	0.0	-0.4

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF								SIDELINE							
	120.8 DEG				61.9 DEG				76.8 DEG							
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL		
17	0.0	-0.8	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	0.0	0.0
18	0.0	-0.8	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	0.0	0.0
19	0.0	-0.9	0.0	0.0	19	-0.1	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	0.0	0.0
20	0.0	-0.9	0.0	0.0	20	-0.1	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	-0.9	0.0	0.0	21	-0.1	-0.8	0.0	0.0	21	0.0	-0.8	0.0	0.0	0.0	0.0
22	0.0	-0.8	0.0	0.0	22	-0.1	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0	0.0	0.0
23	0.0	-0.9	0.0	0.0	23	-0.1	-0.9	0.0	0.0	23	-0.1	-0.8	0.0	0.0	0.0	0.0
24	0.0	-0.9	0.0	0.0	24	-0.1	-0.9	0.0	0.0	24	0.0	-0.8	0.0	0.0	0.0	0.0
25	0.0	-0.8	0.0	-0.1	25	-0.1	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0	0.0	0.0
26	0.0	-0.9	0.0	0.0	26	-0.1	-0.8	0.0	0.0	26	0.0	-0.8	0.0	0.0	0.0	0.0
27	-0.9	-0.9	0.0	-0.1	27	-0.1	-0.9	0.0	0.0	27	0.0	-0.8	0.0	0.0	0.0	0.0
28	-0.8	-0.9	0.0	-0.1	28	0.0	-0.9	0.0	0.0	28	1.3	-0.9	0.0	0.0	0.0	0.0
29	-0.9	-0.9	0.0	-0.3	29	0.0	-0.8	0.0	0.0	29	-37.5	-0.9	0.0	0.0	0.0	0.0
30	-0.9	-0.9	0.0	-0.4	30	0.0	-0.8	0.0	-0.1	30	-38.9	-0.8	0.0	-0.1	0.0	0.0
31	-0.9	-0.9	0.0	-0.6	31	-0.1	-0.9	0.0	-0.1	31	-42.2	-0.9	0.0	0.0	0.0	0.0
32	-0.9	-0.9	0.0	-0.7	32	-10.9	-0.9	0.0	-0.3	32	-37.3	-0.9	0.0	-0.1	0.0	0.0
33	-0.9	-0.9	0.0	-0.7	33	-26.8	-0.9	0.0	-0.4	33	-34.8	-0.9	0.0	0.0	0.0	0.0
34	-0.8	-0.9	0.0	-0.7	34	-23.7	-0.9	0.0	-0.6	34	-34.0	-0.9	0.0	-0.1	0.0	0.0
35	-1.2	-0.9	0.0	-0.8	35	2.0	-0.9	0.0	-0.5	35	-24.3	-0.9	0.0	0.0	0.0	0.0
36	-1.6	-1.1	0.0	-0.9	36	-11.6	-0.9	0.0	-0.7	36	-24.0	-0.8	0.0	-0.1	0.0	0.0
37	-0.8	-0.9	0.0	-0.7	37	-8.6	-1.0	0.0	-0.8	37	-25.6	-0.7	0.0	-0.2	0.0	0.0
38	-1.2	-0.9	0.0	-0.8	38	0.0	-1.1	0.0	-0.9	38	-16.2	-1.6	0.0	-1.0	0.0	-1.0
39	-1.7	-1.0	0.0	-0.7	39	0.0	-0.9	0.0	-0.5	39	-7.2	-1.0	0.0	-0.4	0.0	-0.4
40	-1.4	-1.0	0.0	-0.5	40	0.0	0.0	0.0	0.0	40	0.0	-0.8	0.0	-0.3	0.0	-0.3

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH					CUTBACK TAKEOFF					SIDELINE				
133.3 DEG					63.7 DEG					80.6 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	-0.9	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	-0.8	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	-0.9	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	-0.8	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	-0.8	0.0	0.0	21	0.0	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
22	0.0	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0
23	0.0	-0.9	0.0	0.0	23	-0.1	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
24	0.0	-0.9	0.0	0.0	24	-0.1	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0
25	0.0	-0.9	0.0	0.0	25	-0.1	-0.8	0.0	0.0	25	0.0	-0.9	0.0	0.0
26	0.0	-0.9	0.0	0.0	26	-0.1	-0.9	0.0	0.0	26	0.0	-0.9	0.0	0.0
27	0.0	-0.9	0.0	-0.1	27	-0.1	-0.9	0.0	0.0	27	-0.1	-0.9	0.0	0.0
28	0.0	-0.9	0.0	-0.2	28	-0.1	-0.9	0.0	0.0	28	0.9	-0.9	0.0	0.0
29	0.0	-0.9	0.0	-0.4	29	-0.1	-0.8	0.0	0.0	29	-36.1	-0.9	0.0	0.0
30	0.0	-0.9	0.0	-0.6	30	0.0	-0.8	0.0	-0.1	30	-37.8	-0.9	0.0	0.0
31	-0.9	-0.9	0.0	-0.7	31	0.0	-0.9	0.0	-0.1	31	-40.8	-0.8	0.0	0.0
32	-0.9	-0.9	0.0	-0.8	32	-13.0	-0.8	0.0	-0.3	32	-35.9	-0.9	0.0	0.0
33	-0.9	-0.9	0.0	-0.8	33	-26.8	-0.9	0.0	-0.4	33	-33.4	-0.8	0.0	0.0
34	-0.7	-0.9	0.0	-0.8	34	-23.5	-0.9	0.0	-0.6	34	-32.9	-0.9	0.0	-0.1
35	-1.6	-1.1	0.0	-1.0	35	2.0	-0.9	0.0	-0.5	35	-3.7	-0.9	0.0	-0.1
36	-1.3	-1.0	0.0	-0.9	36	-11.8	-0.9	0.0	-0.7	36	-23.3	-0.8	0.0	-0.1
37	-0.8	-0.8	0.0	-0.8	37	-8.5	-1.0	0.0	-0.9	37	-25.2	-1.0	0.0	-0.3
38	-1.5	-0.9	0.0	-0.9	38	0.0	-1.1	0.0	-0.9	38	-15.4	-1.5	0.0	-0.8
39	-1.7	-1.0	0.0	-0.9	39	0.0	-0.9	0.0	-0.5	39	-6.7	-0.9	0.0	-0.4
40	0.0	-0.9	0.0	-0.6	40	0.0	0.0	0.0	0.0	40	0.0	-0.9	0.0	-0.3

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

142.4 DEG					65.7 DEG					84.6 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	-0.9	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	-0.9	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	-0.9	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	-0.9	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	-0.9	0.0	0.0
21	0.0	-0.9	0.0	0.0	21	-0.1	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
22	0.0	-0.9	0.0	0.0	22	-0.1	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0
23	0.0	-0.9	0.0	-0.1	23	-0.1	-0.9	0.0	0.0	23	-0.1	-0.9	0.0	0.0
24	0.0	-0.8	0.0	0.0	24	-0.1	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0
25	0.0	-0.9	0.0	0.0	25	-0.1	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0
26	0.0	-0.9	0.0	0.0	26	-0.1	-0.9	0.0	0.0	26	0.0	-0.9	0.0	0.0
27	0.0	-0.9	0.0	0.0	27	0.0	-0.9	0.0	0.0	27	0.0	-0.9	0.0	0.0
28	0.0	-0.8	0.0	-0.2	28	-0.1	-0.8	0.0	0.0	28	0.3	-0.9	0.0	0.0
29	0.0	-0.9	0.0	-0.4	29	0.0	-0.9	0.0	0.0	29	-34.8	-0.9	0.0	0.0
30	0.0	-0.9	0.0	-0.6	30	0.0	-0.9	0.0	-0.1	30	-36.8	-0.9	0.0	0.0
31	0.0	-0.8	0.0	-0.7	31	0.2	-0.9	0.0	-0.1	31	-39.3	-0.9	0.0	0.0
32	0.0	-0.8	0.0	-0.8	32	-18.1	-0.9	0.0	-0.2	32	-34.2	-0.9	0.0	0.0
33	0.0	-0.9	0.0	-0.8	33	-26.6	-0.9	0.0	-0.4	33	-32.1	-0.9	0.0	-0.1
34	0.0	-0.9	0.0	-0.8	34	-23.3	-0.9	0.0	-0.5	34	-31.4	-0.8	0.0	-0.2
35	-1.7	-1.1	0.0	-1.0	35	2.0	-0.9	0.0	-0.5	35	-5.0	-0.9	0.0	-0.3
36	0.0	-1.0	0.0	-0.9	36	-12.1	-0.8	0.0	-0.6	36	-22.6	-0.9	0.0	-0.3
37	0.0	-0.8	0.0	-0.8	37	-8.2	-1.0	0.0	-0.9	37	-24.3	-1.6	0.0	-1.2
38	-1.6	-1.0	0.0	-0.9	38	0.0	-1.1	0.0	-0.9	38	-14.3	-1.0	0.0	-0.6
39	-1.7	-1.1	0.0	-0.9	39	0.0	-0.9	0.0	-0.5	39	-6.0	-0.9	0.0	-0.5
40	0.0	-0.9	0.0	-0.6	40	0.0	0.0	0.0	0.0	40	0.0	-1.2	0.0	-0.8

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF								SIDELINE							
	149.2 DEG				67.7 DEG				88.6 DEG							
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL		
17	0.0	-0.8	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	0.0	0.0
18	0.0	-0.9	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	0.0	0.0
19	0.0	-0.9	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	-0.9	0.0	0.0	0.0	0.0
20	0.0	-0.9	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	-0.9	0.0	0.0	0.0	0.0
21	0.0	-0.8	0.0	0.0	21	0.0	-0.9	0.0	0.0	21	0.0	-0.8	0.0	0.0	0.0	0.0
22	0.0	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0	0.0	0.0
23	0.0	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0	0.0	0.0
24	0.0	-0.9	0.0	0.0	24	-0.1	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0	0.0	0.0
25	0.0	-0.9	0.0	0.0	25	-0.1	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0	0.0	0.0
26	0.0	-0.9	0.0	0.0	26	-0.1	-0.9	0.0	0.0	26	0.0	-0.9	0.0	0.0	0.0	0.0
27	0.0	-0.9	0.0	-0.1	27	0.0	-0.8	0.0	0.0	27	0.0	-0.9	0.0	0.0	0.0	0.0
28	0.0	-0.8	0.0	-0.2	28	0.0	-0.9	0.0	0.0	28	0.0	-0.9	0.0	0.0	0.0	0.0
29	0.0	-0.9	0.0	-0.4	29	0.0	-0.9	0.0	0.0	29	-33.5	-0.9	0.0	0.0	0.0	0.0
30	0.0	-0.9	0.0	-0.5	30	-0.1	-0.8	0.0	0.0	30	-35.4	-0.9	0.0	0.0	0.0	0.0
31	0.0	-0.9	0.0	-0.7	31	0.9	-0.8	0.0	0.0	31	-37.9	-0.9	0.0	-0.1		
32	0.0	-0.8	0.0	-0.8	32	-28.1	-0.9	0.0	-0.2	32	-32.5	-0.9	0.0	-0.1		
33	0.0	-0.9	0.0	-0.8	33	-26.8	-0.8	0.0	-0.3	33	-30.6	-0.8	0.0	-0.1		
34	0.0	-0.8	0.0	-0.8	34	-15.6	-0.9	0.0	-0.4	34	-30.2	-0.8	0.0	-0.1		
35	-1.7	-1.2	0.0	-1.1	35	2.0	-0.9	0.0	-0.4	35	-2.1	-0.9	0.0	-0.3		
36	0.0	-1.0	0.0	-0.9	36	-12.7	-0.8	0.0	-0.6	36	-21.6	-0.9	0.0	-0.3		
37	0.0	-0.9	0.0	-0.8	37	-7.4	-1.1	0.0	-0.9	37	-23.2	-1.6	0.0	-1.4		
38	0.0	-1.1	0.0	-1.0	38	0.0	-1.0	0.0	-0.8	38	-13.0	-0.9	0.0	-0.5		
39	0.0	-1.1	0.0	-0.9	39	0.0	-0.9	0.0	-0.5	39	-5.1	-0.9	0.0	-0.5		
40	0.0	-0.9	0.0	-0.6	40	0.0	0.0	0.0	0.0	40	0.0	-1.2	0.0	-0.8		

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	69.9 DEG					92.8 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	-0.9	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	-0.9	0.0	0.0
	21	0.0	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
	22	-0.1	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0
	23	-0.1	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
	24	-0.1	-0.8	0.0	0.0	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.8	0.0	0.0	25	0.0	-0.9	0.0	0.0
	26	-0.1	-0.9	0.0	0.0	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.9	0.0	0.0	27	0.0	-0.8	0.0	0.0
	28	-0.1	-0.8	0.0	0.0	28	-0.4	-0.8	0.0	0.0
	29	-0.1	-0.9	0.0	0.0	29	-24.1	-0.9	0.0	0.0
	30	0.0	-0.9	0.0	0.0	30	-34.3	-0.9	0.0	0.0
	31	1.6	-0.9	0.0	0.0	31	-36.7	-0.8	0.0	-0.1
	32	-28.0	-0.9	0.0	-0.2	32	-31.3	-0.8	0.0	-0.1
	33	-27.0	-0.9	0.0	-0.2	33	-29.5	-0.9	0.0	-0.1
	34	-5.3	-0.9	0.0	-0.4	34	-29.4	-0.9	0.0	-0.2
	35	1.8	-0.8	0.0	-0.4	35	-1.1	-0.8	0.0	-0.3
	36	-13.2	-0.8	0.0	-0.6	36	-21.0	-0.9	0.0	-0.4
	37	-7.0	-1.2	0.0	-0.8	37	-22.0	-1.6	0.0	-1.4
	38	0.0	-1.0	0.0	-0.6	38	-8.2	-0.9	0.0	-0.5
	39	0.0	-0.8	0.0	-0.4	39	-0.2	-0.9	0.0	-0.6
	40	0.0	0.0	0.0	0.0	40	0.0	-1.1	0.0	-0.8

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	72.1 DEG					96.9 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	-0.9	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	-0.9	0.0	0.0
	21	0.0	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.8	0.0	0.0	22	0.0	-0.9	0.0	0.0
	23	-0.1	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
	24	-0.1	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0
	26	-0.1	-0.9	0.0	0.0	26	0.0	-0.9	0.0	0.0
	27	-0.1	-0.9	0.0	0.0	27	0.0	-0.8	0.0	0.0
	28	-0.1	-0.9	0.0	0.0	28	-0.4	-0.8	0.0	0.0
	29	0.0	-0.9	0.0	0.0	29	-10.6	-0.9	0.0	0.0
	30	0.0	-0.8	0.0	0.0	30	-25.0	-0.9	0.0	0.0
	31	1.4	-0.9	0.0	0.0	31	-23.9	-0.9	0.0	0.0
	32	-27.3	-0.8	0.0	-0.1	32	-23.0	-0.9	0.0	0.0
	33	-26.2	-0.9	0.0	-0.2	33	-21.8	-0.9	0.0	-0.1
	34	-3.9	-0.8	0.0	-0.2	34	-18.9	-0.9	0.0	-0.2
	35	1.6	-0.8	0.0	-0.4	35	-0.9	-0.9	0.0	-0.3
	36	-12.9	-0.8	0.0	-0.5	36	-20.4	-0.9	0.0	-0.4
	37	-6.7	-1.2	0.0	-0.8	37	-18.8	-1.6	0.0	-1.3
	38	0.0	-0.9	0.0	-0.6	38	-3.1	-0.8	0.0	-0.5
	39	0.0	-0.8	0.0	-0.5	39	-0.1	-0.9	0.0	-0.5
	40	0.0	0.0	0.0	0.0	40	0.0	-1.1	0.0	-0.8

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	74.5 DEG					101.1 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	-0.1	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	-0.6	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	-0.9	0.0	0.0
	20	-0.1	0.0	0.0	0.0	20	0.0	-0.9	0.0	0.0
	21	0.0	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0
	23	-0.1	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
	24	-0.1	-0.8	0.0	0.0	24	0.0	-0.8	0.0	0.0
	25	0.0	-0.9	0.0	0.0	25	0.0	-0.8	0.0	0.0
	26	-0.1	-0.8	0.0	0.0	26	0.0	-0.8	0.0	0.0
	27	-0.1	-0.9	0.0	0.0	27	0.0	-0.8	0.0	0.0
	28	0.0	-0.9	0.0	0.0	28	0.0	-0.9	0.0	0.0
	29	-0.1	-0.8	0.0	0.0	29	0.0	-0.9	0.0	0.0
	30	0.0	-0.9	0.0	0.0	30	0.0	-0.9	0.0	0.0
	31	1.3	-0.9	0.0	-0.1	31	0.0	-0.9	0.0	0.0
	32	-26.4	-0.9	0.0	-0.1	32	0.0	-0.8	0.0	-0.1
	33	-25.6	-0.9	0.0	-0.2	33	0.0	-0.9	0.0	-0.2
	34	-3.0	-0.9	0.0	-0.2	34	-0.1	-0.9	0.0	-0.1
	35	1.5	-0.9	0.0	-0.3	35	0.0	-0.9	0.0	-0.3
	36	-12.7	-0.9	0.0	-0.4	36	-0.2	-1.0	0.0	-0.4
	37	-6.4	-1.2	0.0	-0.8	37	-0.9	-1.5	0.0	-1.2
	38	0.0	-0.9	0.0	-0.5	38	0.0	-0.8	0.0	-0.5
	39	0.0	-0.8	0.0	-0.4	39	-0.2	-0.9	0.0	-0.6
	40	0.0	0.0	0.0	0.0	40	0.0	-1.1	0.0	-0.8

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	76.9 DEG					105.2 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	-0.9	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	-0.8	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	-0.9	0.0	0.0
	21	-0.1	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.9	0.0	0.0	22	0.0	-0.8	0.0	0.0
	23	0.0	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0
	26	-0.1	-0.9	0.0	0.0	26	0.0	-0.8	0.0	0.0
	27	0.0	-0.9	0.0	0.0	27	0.0	-0.8	0.0	0.0
	28	-0.1	-0.9	0.0	0.0	28	0.0	-0.9	0.0	0.0
	29	0.0	-0.9	0.0	0.0	29	0.0	-0.9	0.0	-0.1
	30	0.0	-0.9	0.0	0.0	30	0.0	-0.9	0.0	0.0
	31	1.1	-0.9	0.0	0.0	31	0.0	-0.8	0.0	-0.1
	32	-25.6	-0.9	0.0	-0.1	32	0.0	-0.8	0.0	0.0
	33	-23.2	-0.8	0.0	-0.1	33	-0.1	-0.9	0.0	-0.2
	34	-1.7	-0.9	0.0	-0.1	34	0.0	-0.9	0.0	-0.2
	35	1.3	-0.9	0.0	-0.3	35	0.0	-0.9	0.0	-0.2
	36	-12.6	-0.8	0.0	-0.3	36	-0.2	-1.0	0.0	-0.5
	37	-6.0	-1.2	0.0	-0.6	37	-0.7	-1.6	0.0	-1.2
	38	0.0	-0.9	0.0	-0.4	38	0.0	-0.8	0.0	-0.5
	39	0.0	-0.8	0.0	-0.4	39	-0.1	-0.9	0.0	-0.6
	40	0.0	0.0	0.0	0.0	40	0.0	-1.1	0.0	-0.6

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	79.4 DEG					109.2 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	-0.9	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	-0.9	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	-0.9	0.0	0.0
	21	0.0	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0
	23	0.0	-0.8	0.0	0.0	23	0.0	-0.9	0.0	0.0
	24	-0.1	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0
	25	-0.1	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.9	0.0	0.0	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.9	0.0	0.0	27	0.0	-0.9	0.0	0.0
	28	0.0	-0.9	0.0	0.0	28	0.0	-0.9	0.0	0.0
	29	0.0	-0.9	0.0	0.0	29	0.0	-0.9	0.0	0.0
	30	0.0	-0.9	0.0	0.0	30	0.0	-0.8	0.0	0.0
	31	0.9	-0.9	0.0	0.0	31	0.0	-0.8	0.0	0.0
	32	-24.8	-0.9	0.0	-0.1	32	0.0	-0.9	0.0	0.0
	33	-5.4	-0.9	0.0	-0.1	33	0.0	-0.9	0.0	-0.1
	34	-0.4	-0.9	0.0	-0.1	34	0.0	-0.8	0.0	-0.2
	35	1.1	-0.9	0.0	-0.2	35	0.0	-0.8	0.0	-0.3
	36	-12.4	-0.9	0.0	-0.3	36	-0.2	-1.0	0.0	-0.5
	37	-5.5	-1.2	0.0	-0.6	37	-0.6	-1.5	0.0	-1.2
	38	0.0	-0.9	0.0	-0.4	38	0.0	-0.8	0.0	-0.4
	39	0.0	-0.9	0.0	-0.3	39	0.0	-0.9	0.0	-0.5
	40	0.0	0.0	0.0	0.0	40	0.0	-1.0	0.0	-0.6

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	82.1 DEG					113 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	-0.9	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	-0.9	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	-0.9	0.0	0.0
	21	0.0	-0.8	0.0	0.0	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0
	23	0.0	-0.8	0.0	0.0	23	0.0	-0.9	0.0	0.0
	24	-0.1	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.8	0.0	0.0	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.8	0.0	0.0	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.8	0.0	0.0	27	-0.1	-0.9	0.0	0.0
	28	-0.1	-0.9	0.0	0.0	28	0.0	-0.9	0.0	0.0
	29	0.1	-0.9	0.0	0.0	29	0.0	-0.9	0.0	0.0
	30	-6.8	-0.9	0.0	0.0	30	0.0	-0.8	0.0	0.0
	31	-4.7	-0.9	0.0	-0.1	31	0.0	-0.8	0.0	0.0
	32	-23.8	-0.8	0.0	-0.1	32	0.0	-0.9	0.0	0.0
	33	-1.4	-0.9	0.0	-0.2	33	0.0	-0.9	0.0	-0.1
	34	-0.1	-0.9	0.0	-0.3	34	0.0	-0.9	0.0	-0.2
	35	0.7	-0.9	0.0	-0.4	35	0.0	-0.9	0.0	-0.3
	36	-12.0	-1.0	0.0	-0.5	36	-0.1	-1.1	0.0	-0.6
	37	-4.8	-1.1	0.0	-0.6	37	-0.6	-1.4	0.0	-1.1
	38	0.0	-0.9	0.0	-0.5	38	0.0	-0.8	0.0	-0.4
	39	0.0	-0.9	0.0	-0.5	39	0.0	-0.9	0.0	-0.6
	40	0.0	-0.4	0.0	-0.1	40	0.0	-1.1	0.0	-0.6

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	84.8 DEG					116.7 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	-0.9	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	-0.9	0.0	0.0
	20	0.0	-0.9	0.0	0.0	20	0.0	-0.9	0.0	0.0
	21	0.0	-0.9	0.0	0.0	21	0.0	-0.8	0.0	0.0
	22	-0.1	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0
	23	0.0	-0.9	0.0	0.0	23	0.0	-0.8	0.0	0.0
	24	-0.1	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.9	0.0	-0.1	26	0.0	-0.8	0.0	0.0
	27	0.0	-0.9	0.0	0.0	27	0.0	-0.9	0.0	0.0
	28	0.0	-0.9	0.0	0.0	28	0.0	-0.9	0.0	0.0
	29	0.4	-0.9	0.0	0.0	29	0.0	-0.9	0.0	0.0
	30	-15.9	-0.9	0.0	-0.1	30	0.0	-0.9	0.0	0.0
	31	-12.1	-0.9	0.0	-0.1	31	0.0	-0.9	0.0	0.0
	32	-22.7	-0.8	0.0	-0.2	32	0.0	-0.9	0.0	-0.1
	33	-1.2	-0.9	0.0	-0.3	33	0.0	-0.9	0.0	-0.1
	34	-0.1	-0.8	0.0	-0.5	34	0.0	-0.9	0.0	-0.2
	35	0.3	-0.9	0.0	-0.6	35	0.0	-0.9	0.0	-0.4
	36	-11.4	-1.2	0.0	-1.1	36	-0.1	-1.2	0.0	-0.7
	37	-4.1	-0.9	0.0	-0.7	37	-0.4	-1.4	0.0	-1.1
	38	0.0	-0.9	0.0	-0.6	38	0.1	-0.8	0.0	-0.5
	39	0.0	-1.1	0.0	-0.9	39	0.0	-1.0	0.0	-0.6
	40	0.0	-0.9	0.0	-0.4	40	0.0	-1.0	0.0	-0.7

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	87.5 DEG					120.3 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	-0.1	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	-0.9	0.0	0.0
	19	0.0	-0.1	0.0	0.0	19	0.0	-0.9	0.0	0.0
	20	0.0	-0.9	0.0	0.0	20	0.0	-0.8	0.0	0.0
	21	0.0	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
	22	-0.1	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0
	23	0.0	-0.8	0.0	0.0	23	-0.1	-0.8	0.0	0.0
	24	0.0	-0.8	0.0	0.0	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.8	0.0	0.0	26	0.0	-0.8	0.0	0.0
	27	0.0	-0.9	0.0	-0.1	27	0.0	-0.9	0.0	0.0
	28	0.0	-0.8	0.0	0.0	28	0.0	-0.9	0.0	0.0
	29	0.2	-0.8	0.0	-0.1	29	0.0	-0.9	0.0	-0.1
	30	-26.0	-0.8	0.0	-0.1	30	0.0	-0.9	0.0	0.0
	31	-18.9	-0.9	0.0	-0.2	31	0.0	-0.9	0.0	-0.1
	32	-21.7	-0.9	0.0	-0.3	32	0.0	-0.9	0.0	-0.1
	33	-0.6	-0.9	0.0	-0.3	33	0.0	-0.9	0.0	-0.2
	34	-0.1	-0.9	0.0	-0.5	34	0.0	-0.9	0.0	-0.2
	35	0.0	-0.9	0.0	-0.5	35	0.0	-0.8	0.0	-0.4
	36	-10.7	-1.3	0.0	-1.0	36	-0.1	-1.1	0.0	-0.8
	37	-3.2	-0.9	0.0	-0.7	37	-0.4	-1.3	0.0	-1.1
	38	0.0	-0.9	0.0	-0.7	38	0.0	-0.8	0.0	-0.5
	39	0.0	-1.1	0.0	-1.0	39	0.0	-0.9	0.0	-0.7
	40	0.0	-0.8	0.0	-0.4	40	0.0	-1.0	0.0	-0.7

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	90.4 DEG					123.6 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	-0.3	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	-0.9	0.0	0.0
	19	0.0	-0.9	0.0	0.0	19	0.0	-0.9	0.0	0.0
	20	0.0	-0.9	0.0	0.0	20	0.0	-0.9	0.0	0.0
	21	0.0	-0.9	0.0	0.0	21	0.0	-0.8	0.0	0.0
	22	0.0	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0
	23	0.0	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0
	25	-0.1	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.9	0.0	0.0	26	0.0	-0.8	0.0	0.0
	27	0.0	-0.8	0.0	-0.1	27	0.0	-0.8	0.0	0.0
	28	0.0	-0.9	0.0	0.0	28	0.0	-0.9	0.0	0.0
	29	0.0	-0.9	0.0	-0.1	29	0.0	-0.8	0.0	0.0
	30	-28.3	-0.9	0.0	-0.1	30	0.0	-0.9	0.0	0.0
	31	-23.4	-0.9	0.0	-0.2	31	0.0	-0.9	0.0	-0.1
	32	-20.8	-0.9	0.0	-0.3	32	0.0	-0.9	0.0	-0.1
	33	0.0	-0.8	0.0	-0.4	33	0.0	-0.8	0.0	-0.2
	34	-0.1	-0.9	0.0	-0.5	34	0.0	-0.8	0.0	-0.3
	35	-0.3	-0.9	0.0	-0.6	35	0.0	-0.9	0.0	-0.4
	36	-10.0	-1.3	0.0	-1.0	36	-0.1	-1.1	0.0	-0.8
	37	-2.2	-0.9	0.0	-0.7	37	-0.2	-1.3	0.0	-1.1
	38	0.0	-0.9	0.0	-0.7	38	0.0	-0.8	0.0	-0.6
	39	0.0	-1.1	0.0	-1.0	39	0.0	-1.0	0.0	-0.7
	40	0.0	-0.9	0.0	-0.5	40	0.0	-1.0	0.0	-0.7

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	93.2 DEG					126.7 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	-0.4	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	-0.9	0.0	0.0
	19	0.0	-0.9	0.0	0.0	19	0.0	-0.9	0.0	0.0
	20	0.0	-0.9	0.0	0.0	20	0.0	-0.9	0.0	0.0
	21	0.0	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
	22	-0.1	-0.9	0.0	0.0	22	0.0	-0.8	0.0	0.0
	23	-0.1	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0
	26	-0.1	-0.9	0.0	0.0	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.9	0.0	0.0	27	0.0	-0.9	0.0	0.0
	28	0.0	-0.9	0.0	0.0	28	0.0	-0.8	0.0	0.0
	29	-0.5	-0.9	0.0	-0.1	29	0.0	-0.9	0.0	0.0
	30	-24.1	-0.9	0.0	-0.1	30	0.0	-0.9	0.0	0.0
	31	-17.4	-0.8	0.0	-0.2	31	0.0	-0.9	0.0	0.0
	32	-20.2	-0.8	0.0	-0.3	32	0.0	-0.9	0.0	-0.1
	33	0.1	-0.9	0.0	-0.4	33	0.0	-0.9	0.0	-0.2
	34	-0.1	-0.9	0.0	-0.6	34	0.0	-0.9	0.0	-0.3
	35	-0.7	-0.9	0.0	-0.6	35	0.0	-0.9	0.0	-0.5
	36	-9.0	-1.3	0.0	-1.0	36	-0.2	-1.2	0.0	-0.9
	37	-1.4	-0.9	0.0	-0.7	37	-0.2	-1.3	0.0	-1.1
	38	0.0	-0.9	0.0	-0.7	38	0.1	-0.8	0.0	-0.6
	39	0.0	-1.1	0.0	-1.0	39	0.0	-0.9	0.0	-0.7
	40	0.0	-0.9	0.0	-0.5	40	0.0	-1.0	0.0	-0.7

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	96.2 DEG					129.6 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	-0.1	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	-0.9	0.0	0.0
	19	0.0	-0.9	0.0	0.0	19	0.0	-0.9	0.0	0.0
	20	0.0	-0.9	0.0	0.0	20	0.0	-0.9	0.0	0.0
	21	-0.1	-0.8	0.0	0.0	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0
	23	-0.1	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.9	0.0	0.0	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.9	0.0	0.0	27	0.0	-0.8	0.0	0.0
	28	-0.1	-0.9	0.0	0.0	28	0.0	-0.9	0.0	0.0
	29	-0.6	-0.9	0.0	-0.1	29	0.0	-0.9	0.0	0.0
	30	-14.0	-0.9	0.0	-0.1	30	0.0	-0.9	0.0	0.0
	31	-10.1	-0.9	0.0	-0.2	31	0.0	-0.9	0.0	0.0
	32	-19.5	-0.8	0.0	-0.3	32	0.0	-0.9	0.0	-0.2
	33	0.1	-0.9	0.0	-0.4	33	0.0	-0.9	0.0	-0.2
	34	-0.1	-0.9	0.0	-0.5	34	0.0	-0.9	0.0	-0.3
	35	-0.9	-0.9	0.0	-0.7	35	0.0	-0.9	0.0	-0.4
	36	-8.1	-1.2	0.0	-1.0	36	-0.1	-1.3	0.0	-1.1
	37	-0.6	-0.9	0.0	-0.7	37	-0.2	-1.2	0.0	-1.0
	38	0.0	-0.9	0.0	-0.7	38	0.0	-0.8	0.0	-0.6
	39	0.0	-1.2	0.0	-0.9	39	0.0	-1.0	0.0	-0.8
	40	0.0	-0.9	0.0	-0.5	40	0.0	-1.0	0.0	-0.7

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	99.1 DEG					132.3 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	-0.9	0.0	0.0
	19	0.0	-0.9	0.0	0.0	19	0.0	-0.9	0.0	0.0
	20	0.0	-0.9	0.0	0.0	20	0.0	-0.9	0.0	0.0
	21	0.0	-0.9	0.0	0.0	21	0.0	-0.8	0.0	0.0
	22	0.0	-0.8	0.0	0.0	22	0.0	-0.9	0.0	0.0
	23	-0.1	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0
	25	-0.1	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.9	0.0	0.0	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.9	0.0	0.0	27	0.0	-0.9	0.0	0.0
	28	0.0	-0.9	0.0	0.0	28	0.0	-0.9	0.0	0.0
	29	-0.1	-0.9	0.0	-0.1	29	0.0	-0.8	0.0	0.0
	30	-3.3	-0.9	0.0	-0.2	30	0.0	-0.9	0.0	0.0
	31	-2.3	-0.9	0.0	-0.2	31	0.0	-0.9	0.0	-0.1
	32	-5.3	-0.9	0.0	-0.3	32	0.0	-0.9	0.0	-0.1
	33	0.0	-0.9	0.0	-0.4	33	0.0	-0.8	0.0	-0.2
	34	0.0	-0.9	0.0	-0.5	34	0.0	-0.9	0.0	-0.3
	35	-0.3	-0.9	0.0	-0.6	35	0.0	-0.8	0.0	-0.3
	36	-6.0	-1.2	0.0	-1.0	36	-0.2	-1.4	0.0	-1.2
	37	0.0	-0.9	0.0	-0.7	37	0.0	-1.1	0.0	-0.9
	38	0.0	-0.9	0.0	-0.7	38	0.0	-0.8	0.0	-0.6
	39	0.0	-1.1	0.0	-0.8	39	0.0	-1.0	0.0	-0.8
	40	0.0	-0.9	0.0	-0.5	40	0.0	-0.9	0.0	-0.7

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	102 DEG					134.8 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	-0.9	0.0	0.0
	19	0.0	-0.9	0.0	0.0	19	0.0	-0.9	0.0	0.0
	20	0.0	-0.9	0.0	0.0	20	0.0	-0.9	0.0	0.0
	21	-0.1	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0
	23	-0.1	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
	24	-0.1	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.9	0.0	0.0	26	0.0	-0.8	0.0	0.0
	27	0.0	-0.9	0.0	0.0	27	0.0	-0.9	0.0	0.0
	28	0.0	-0.9	0.0	-0.1	28	0.0	-0.9	0.0	0.0
	29	0.0	-0.9	0.0	-0.1	29	0.0	-0.9	0.0	0.0
	30	0.0	-0.9	0.0	-0.1	30	0.0	-0.9	0.0	0.0
	31	0.0	-0.8	0.0	-0.2	31	0.0	-0.9	0.0	0.0
	32	0.0	-0.8	0.0	-0.4	32	0.0	-0.9	0.0	-0.1
	33	0.0	-0.9	0.0	-0.4	33	0.0	-0.9	0.0	-0.2
	34	-0.1	-0.8	0.0	-0.6	34	0.0	-0.9	0.0	-0.3
	35	-0.2	-0.9	0.0	-0.7	35	0.0	-0.8	0.0	-0.4
	36	-0.9	-1.2	0.0	-1.0	36	-0.1	-1.4	0.0	-1.3
	37	0.0	-0.9	0.0	-0.7	37	0.0	-1.0	0.0	-0.8
	38	0.0	-0.9	0.0	-0.6	38	0.0	-0.8	0.0	-0.7
	39	0.0	-1.1	0.0	-0.8	39	0.0	-1.0	0.0	-0.9
	40	0.0	-0.9	0.0	-0.4	40	0.0	-0.9	0.0	-0.7

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	105 DEG					137.2 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	-0.8	0.0	0.0
	19	0.0	-0.8	0.0	0.0	19	0.0	-0.8	0.0	0.0
	20	0.0	-0.8	0.0	0.0	20	0.0	-0.8	0.0	0.0
	21	0.0	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0
	23	0.0	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.9	0.0	-0.1	25	0.0	-0.8	0.0	0.0
	26	0.0	-0.9	0.0	0.0	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.8	0.0	0.0	27	0.0	-0.9	0.0	0.0
	28	0.0	-0.9	0.0	-0.1	28	0.0	-0.9	0.0	0.0
	29	0.0	-0.9	0.0	-0.1	29	0.0	-0.8	0.0	0.0
	30	0.0	-0.9	0.0	-0.1	30	0.0	-0.9	0.0	0.0
	31	0.0	-0.9	0.0	-0.2	31	0.0	-0.8	0.0	0.0
	32	-0.1	-0.9	0.0	-0.3	32	0.0	-0.9	0.0	-0.1
	33	0.0	-0.9	0.0	-0.4	33	0.0	-0.9	0.0	-0.2
	34	0.0	-0.9	0.0	-0.5	34	0.0	-0.9	0.0	-0.3
	35	-0.2	-0.9	0.0	-0.7	35	0.0	-0.8	0.0	-0.4
	36	-0.8	-1.2	0.0	-1.0	36	-0.1	-1.5	0.0	-1.3
	37	0.0	-0.8	0.0	-0.6	37	0.0	-1.0	0.0	-0.8
	38	0.0	-0.9	0.0	-0.7	38	0.0	-0.9	0.0	-0.7
	39	0.0	-1.1	0.0	-0.8	39	0.0	-1.0	0.0	-0.9
	40	0.0	-0.9	0.0	-0.5	40	0.0	-0.9	0.0	-0.7

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	107.9 DEG					139.4 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	-0.7	0.0	0.0
	19	0.0	-0.9	0.0	0.0	19	0.0	-0.9	0.0	0.0
	20	0.0	-0.9	0.0	0.0	20	0.0	-0.9	0.0	0.0
	21	0.0	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0
	23	0.0	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.8	0.0	0.0	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.9	0.0	0.0	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.9	0.0	0.0	27	0.0	-0.9	0.0	0.0
	28	0.0	-0.9	0.0	0.0	28	0.0	-0.8	0.0	0.0
	29	0.0	-0.9	0.0	-0.1	29	0.0	-0.9	0.0	0.0
	30	0.0	-0.9	0.0	-0.2	30	0.0	-0.9	0.0	0.0
	31	0.0	-0.8	0.0	-0.2	31	0.0	-0.9	0.0	-0.1
	32	0.0	-0.9	0.0	-0.3	32	0.0	-0.8	0.0	-0.1
	33	0.0	-0.9	0.0	-0.4	33	0.0	-0.9	0.0	-0.2
	34	-0.1	-0.9	0.0	-0.6	34	0.0	-0.9	0.0	-0.2
	35	-0.2	-0.9	0.0	-0.7	35	0.1	-0.8	0.0	-0.3
	36	-0.7	-1.1	0.0	-0.9	36	-0.2	-1.5	0.0	-1.2
	37	0.0	-0.8	0.0	-0.7	37	-0.1	-1.1	0.0	-0.8
	38	0.0	-0.9	0.0	-0.6	38	0.0	-0.8	0.0	-0.7
	39	0.0	-1.0	0.0	-0.8	39	0.0	-1.1	0.0	-0.9
	40	0.0	-0.9	0.0	-0.4	40	0.0	-0.9	0.0	-0.7

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	110.8 DEG					141.4 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	-0.1	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	-0.9	0.0	0.0	19	0.0	-0.9	0.0	0.0
	20	0.0	-0.8	0.0	0.0	20	0.0	-0.9	0.0	0.0
	21	0.0	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0
	23	0.0	-0.8	0.0	0.0	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.8	0.0	0.0	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.9	0.0	0.0	27	0.0	-0.8	0.0	0.0
	28	0.0	-0.9	0.0	-0.1	28	0.0	-0.9	0.0	0.0
	29	0.0	-0.9	0.0	-0.1	29	0.0	-0.9	0.0	0.0
	30	0.0	-0.9	0.0	-0.1	30	0.0	-0.9	0.0	0.0
	31	0.0	-0.9	0.0	-0.2	31	0.0	-0.9	0.0	0.0
	32	0.0	-0.9	0.0	-0.3	32	0.0	-0.9	0.0	-0.1
	33	0.0	-0.8	0.0	-0.5	33	0.0	-0.9	0.0	-0.1
	34	0.0	-0.9	0.0	-0.5	34	0.0	-0.9	0.0	-0.2
	35	-0.2	-0.9	0.0	-0.7	35	0.0	-0.8	0.0	-0.3
	36	-0.7	-1.1	0.0	-0.8	36	-0.1	-1.5	0.0	-1.3
	37	0.0	-0.8	0.0	-0.6	37	0.0	-1.0	0.0	-0.7
	38	0.0	-0.9	0.0	-0.7	38	0.0	-0.8	0.0	-0.7
	39	0.0	-1.1	0.0	-0.7	39	0.0	-1.0	0.0	-0.9
	40	0.0	-0.9	0.0	-0.4	40	0.0	-0.9	0.0	-0.6

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	113.6 DEG					143.2 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	-0.4	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	-0.9	0.0	0.0	19	0.0	-0.9	0.0	0.0
	20	0.0	-0.9	0.0	0.0	20	0.0	-0.8	0.0	0.0
	21	0.0	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0
	23	0.0	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.9	0.0	0.0	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.8	0.0	0.0	27	0.0	-0.9	0.0	0.0
	28	0.0	-0.9	0.0	0.0	28	0.0	-0.9	0.0	0.0
	29	0.0	-0.9	0.0	-0.1	29	0.0	-0.9	0.0	0.0
	30	0.0	-0.8	0.0	-0.1	30	0.0	-0.9	0.0	0.0
	31	0.0	-0.9	0.0	-0.2	31	0.0	-0.9	0.0	-0.1
	32	0.0	-0.9	0.0	-0.4	32	0.0	-0.8	0.0	0.0
	33	0.0	-0.9	0.0	-0.4	33	0.0	-0.9	0.0	-0.1
	34	0.0	-0.8	0.0	-0.6	34	0.0	-0.9	0.0	-0.2
	35	-0.2	-1.0	0.0	-0.6	35	0.0	-0.8	0.0	-0.3
	36	-0.6	-1.1	0.0	-0.9	36	-0.1	-1.5	0.0	-1.3
	37	0.0	-0.8	0.0	-0.6	37	0.0	-1.0	0.0	-0.8
	38	0.0	-0.9	0.0	-0.7	38	0.0	-0.9	0.0	-0.7
	39	0.0	-1.0	0.0	-0.7	39	0.0	-1.1	0.0	-0.9
	40	0.0	-0.9	0.0	-0.5	40	0.0	-0.9	0.0	-0.5

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	116.3 DEG					145 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	-0.6	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	-0.9	0.0	0.0	19	0.0	-0.4	0.0	0.0
	20	0.0	-0.9	0.0	0.0	20	0.0	-0.9	0.0	0.0
	21	0.0	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.9	0.0	0.0	22	0.0	-0.8	0.0	0.0
	23	0.0	-0.8	0.0	0.0	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.8	0.0	0.0	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.9	0.0	0.0	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.9	0.0	0.0	27	0.0	-0.9	0.0	0.0
	28	0.0	-0.8	0.0	-0.1	28	0.0	-0.9	0.0	0.0
	29	0.0	-0.8	0.0	-0.1	29	0.0	-0.8	0.0	0.0
	30	-0.1	-0.8	0.0	-0.1	30	0.0	-0.9	0.0	0.0
	31	0.0	-0.8	0.0	-0.2	31	0.0	-0.9	0.0	0.0
	32	0.0	-0.9	0.0	-0.3	32	0.0	-0.9	0.0	-0.1
	33	0.0	-0.9	0.0	-0.5	33	0.0	-0.9	0.0	-0.1
	34	0.0	-0.9	0.0	-0.6	34	0.0	-0.9	0.0	-0.3
	35	-0.2	-1.0	0.0	-0.7	35	0.0	-0.8	0.0	-0.3
	36	-0.1	-1.1	0.0	-0.9	36	-0.1	-1.6	0.0	-1.3
	37	0.0	-0.8	0.0	-0.6	37	0.0	-1.0	0.0	-0.7
	38	0.0	-1.0	0.0	-0.7	38	0.0	-0.9	0.0	-0.6
	39	0.0	-1.0	0.0	-0.7	39	0.0	-1.1	0.0	-0.9
	40	0.0	-0.9	0.0	-0.4	40	0.0	-0.9	0.0	-0.2

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	119 DEG					146.6 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	-0.9	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	-0.8	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	-0.9	0.0	0.0	20	0.0	-0.9	0.0	0.0
	21	0.0	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0
	23	0.0	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.9	0.0	0.0	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.8	0.0	0.0	27	0.0	-0.9	0.0	0.0
	28	0.0	-0.8	0.0	-0.1	28	0.0	-0.9	0.0	0.0
	29	0.0	-0.9	0.0	0.0	29	0.0	-0.9	0.0	0.0
	30	0.0	-0.9	0.0	-0.1	30	0.0	-0.9	0.0	0.0
	31	0.0	-0.9	0.0	-0.2	31	0.0	-0.9	0.0	0.0
	32	0.0	-0.9	0.0	-0.4	32	0.0	-0.9	0.0	-0.1
	33	0.0	-0.9	0.0	-0.5	33	0.0	-0.9	0.0	-0.1
	34	0.0	-0.8	0.0	-0.6	34	0.0	-0.9	0.0	-0.2
	35	-0.2	-1.0	0.0	-0.7	35	0.0	-0.8	0.0	-0.3
	36	0.0	-1.1	0.0	-0.9	36	0.0	-1.5	0.0	-1.3
	37	0.0	-0.9	0.0	-0.7	37	0.0	-1.0	0.0	-0.8
	38	0.0	-0.9	0.0	-0.7	38	0.0	-0.8	0.0	-0.6
	39	0.0	-1.0	0.0	-0.8	39	0.0	-1.1	0.0	-0.9
	40	0.0	-0.9	0.0	-0.4	40	0.0	-0.1	0.0	0.0

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	121.6 DEG					148.1 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	-0.8	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	-0.9	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	-0.9	0.0	0.0	20	0.0	-0.9	0.0	0.0
	21	0.0	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.8	0.0	0.0	22	0.0	-0.9	0.0	0.0
	23	0.0	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.9	0.0	0.0	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.9	0.0	0.0	27	0.0	-0.9	0.0	0.0
	28	0.0	-0.9	0.0	0.0	28	0.0	-0.9	0.0	0.0
	29	0.0	-0.9	0.0	-0.1	29	0.0	-0.9	0.0	0.0
	30	0.0	-0.8	0.0	-0.2	30	0.0	-0.9	0.0	0.0
	31	0.0	-0.9	0.0	-0.3	31	0.0	-0.8	0.0	-0.1
	32	0.0	-0.9	0.0	-0.4	32	0.0	-0.9	0.0	0.0
	33	0.0	-0.9	0.0	-0.6	33	0.0	-0.9	0.0	-0.2
	34	0.0	-0.8	0.0	-0.7	34	0.0	-0.9	0.0	-0.3
	35	-0.1	-1.0	0.0	-0.8	35	0.0	-0.8	0.0	-0.3
	36	0.0	-1.0	0.0	-0.9	36	0.0	-1.6	0.0	-1.3
	37	0.0	-0.9	0.0	-0.7	37	0.0	-0.9	0.0	-0.8
	38	0.0	-0.9	0.0	-0.8	38	0.0	-0.9	0.0	-0.7
	39	0.0	-1.0	0.0	-0.8	39	0.0	-1.1	0.0	-0.9
	40	0.0	-0.9	0.0	-0.4	40	0.0	0.0	0.0	0.0

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	124.1 DEG					149.4 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	-0.8	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	-0.9	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	-0.8	0.0	0.0	20	0.0	-0.9	0.0	0.0
	21	0.0	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.8	0.0	0.0	22	0.0	-0.8	0.0	0.0
	23	0.0	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.8	0.0	0.0	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.9	0.0	-0.1	27	0.0	-0.9	0.0	0.0
	28	0.0	-0.9	0.0	0.0	28	0.0	-0.8	0.0	0.0
	29	0.0	-0.9	0.0	-0.1	29	0.0	-0.8	0.0	0.0
	30	0.0	-0.8	0.0	-0.2	30	0.0	-0.8	0.0	0.0
	31	0.0	-0.9	0.0	-0.3	31	0.0	-0.9	0.0	0.0
	32	0.0	-0.8	0.0	-0.5	32	0.0	-0.9	0.0	-0.1
	33	0.0	-0.9	0.0	-0.6	33	0.0	-0.9	0.0	-0.1
	34	0.0	-0.8	0.0	-0.7	34	0.0	-0.9	0.0	-0.3
	35	-0.1	-0.9	0.0	-0.8	35	0.0	-0.8	0.0	-0.3
	36	0.0	-1.0	0.0	-0.9	36	0.0	-1.5	0.0	-1.4
	37	0.0	-0.9	0.0	-0.7	37	0.0	-1.0	0.0	-0.8
	38	0.0	-1.0	0.0	-0.8	38	0.0	-0.8	0.0	-0.7
	39	0.0	-0.9	0.0	-0.7	39	0.0	-1.1	0.0	-0.8
	40	0.0	-1.0	0.0	-0.4	40	0.0	0.0	0.0	0.0

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	126.5 DEG					150.7 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	-0.8	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	-0.8	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	-0.9	0.0	0.0	20	0.0	-0.3	0.0	0.0
	21	0.0	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.8	0.0	0.0	22	0.0	-0.9	0.0	0.0
	23	0.0	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.9	0.0	0.0	25	0.0	-0.8	0.0	0.0
	26	0.0	-0.9	0.0	0.0	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.9	0.0	0.0	27	0.0	-0.8	0.0	0.0
	28	0.0	-0.9	0.0	0.0	28	0.0	-0.8	0.0	0.0
	29	0.0	-0.9	0.0	-0.1	29	0.0	-0.9	0.0	0.0
	30	0.0	-0.9	0.0	-0.1	30	0.0	-0.9	0.0	0.0
	31	0.0	-0.9	0.0	-0.3	31	0.0	-0.9	0.0	-0.1
	32	0.0	-0.9	0.0	-0.5	32	0.0	-0.9	0.0	-0.1
	33	0.0	-0.9	0.0	-0.6	33	0.0	-0.9	0.0	-0.1
	34	0.0	-0.9	0.0	-0.6	34	0.0	-0.9	0.0	-0.3
	35	-0.2	-0.9	0.0	-0.9	35	0.0	-0.8	0.0	-0.3
	36	0.0	-1.0	0.0	-0.9	36	0.0	-1.5	0.0	-1.4
	37	0.0	-0.9	0.0	-0.8	37	0.0	-1.0	0.0	-0.8
	38	0.0	-1.0	0.0	-0.8	38	0.0	-0.9	0.0	-0.6
	39	0.0	-0.9	0.0	-0.8	39	0.0	-1.1	0.0	-0.8
	40	0.0	-0.9	0.0	-0.3	40	0.0	0.0	0.0	0.0

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	128.8 DEG					151.9 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	-0.9	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	-0.9	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	-0.8	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	-0.8	0.0	0.0	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0
	23	0.0	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.9	0.0	0.0	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.9	0.0	0.0	27	0.0	-0.9	0.0	0.0
	28	0.0	-0.8	0.0	-0.1	28	0.0	-0.8	0.0	0.0
	29	0.0	-0.9	0.0	-0.1	29	0.0	-0.9	0.0	0.0
	30	0.0	-0.9	0.0	-0.2	30	0.0	-0.9	0.0	0.0
	31	0.0	-0.9	0.0	-0.4	31	0.0	-0.9	0.0	0.0
	32	0.0	-0.9	0.0	-0.5	32	0.0	-0.9	0.0	-0.1
	33	0.0	-0.8	0.0	-0.6	33	0.0	-0.9	0.0	-0.1
	34	0.0	-0.9	0.0	-0.7	34	0.0	-0.9	0.0	-0.3
	35	-0.2	-1.0	0.0	-0.9	35	0.0	-0.8	0.0	-0.4
	36	0.0	-1.0	0.0	-0.9	36	0.0	-1.5	0.0	-1.4
	37	0.0	-0.9	0.0	-0.8	37	0.0	-0.9	0.0	-0.8
	38	0.0	-0.9	0.0	-0.8	38	0.0	-0.9	0.0	-0.7
	39	0.0	-1.0	0.0	-0.8	39	0.0	-1.1	0.0	-0.6
	40	0.0	-0.9	0.0	-0.2	40	0.0	0.0	0.0	0.0

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	131.1 DEG					153 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	-0.8	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	-0.9	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	-0.9	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0
	23	0.0	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.9	0.0	0.0	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.9	0.0	0.0	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.9	0.0	0.0	27	0.0	-0.9	0.0	0.0
	28	0.0	-0.8	0.0	0.0	28	0.0	-0.9	0.0	0.0
	29	0.0	-0.9	0.0	-0.1	29	0.0	-0.9	0.0	0.0
	30	0.0	-0.8	0.0	-0.2	30	0.0	-0.9	0.0	0.0
	31	0.0	-0.9	0.0	-0.4	31	0.0	-0.9	0.0	0.0
	32	0.0	-0.9	0.0	-0.5	32	0.0	-0.9	0.0	-0.1
	33	0.0	-0.9	0.0	-0.7	33	0.0	-0.9	0.0	-0.2
	34	0.0	-0.9	0.0	-0.8	34	0.0	-0.8	0.0	-0.3
	35	0.0	-1.0	0.0	-0.9	35	0.0	-0.8	0.0	-0.4
	36	0.0	-1.0	0.0	-0.9	36	0.0	-1.6	0.0	-1.4
	37	0.0	-0.8	0.0	-0.8	37	0.0	-1.0	0.0	-0.8
	38	0.0	-0.9	0.0	-0.9	38	0.0	-0.9	0.0	-0.7
	39	0.0	-1.0	0.0	-0.8	39	0.0	-1.1	0.0	-0.4
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	133.2 DEG					154.1 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	-0.9	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	-0.9	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	-0.9	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	-0.9	0.0	0.0	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.9	0.0	0.0	22	0.0	-0.9	0.0	0.0
	23	0.0	-0.9	0.0	0.0	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.8	0.0	0.0	24	0.0	-0.8	0.0	0.0
	25	0.0	-0.9	0.0	0.0	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.9	0.0	0.0	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.9	0.0	0.0	27	0.0	-0.9	0.0	0.0
	28	0.0	-0.9	0.0	-0.1	28	0.0	-0.9	0.0	0.0
	29	0.0	-0.9	0.0	-0.1	29	0.0	-0.9	0.0	0.0
	30	0.0	-0.9	0.0	-0.2	30	0.0	-0.9	0.0	0.0
	31	0.0	-0.9	0.0	-0.3	31	0.0	-0.9	0.0	0.0
	32	0.0	-0.9	0.0	-0.5	32	0.0	-0.9	0.0	-0.1
	33	0.0	-0.8	0.0	-0.6	33	0.0	-0.9	0.0	-0.2
	34	0.0	-0.9	0.0	-0.8	34	0.0	-0.8	0.0	-0.3
	35	0.0	-1.0	0.0	-0.9	35	0.0	-0.8	0.0	-0.4
	36	0.0	-1.0	0.0	-0.9	36	0.0	-1.6	0.0	-1.4
	37	0.0	-0.8	0.0	-0.8	37	0.0	-1.0	0.0	-0.8
	38	0.0	-1.0	0.0	-0.9	38	0.0	-0.9	0.0	-0.6
	39	0.0	-0.9	0.0	-0.8	39	0.0	-1.1	0.0	-0.3
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	135.2 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0
	18	0.0	-0.6	0.0	0.0
	19	0.0	-0.9	0.0	0.0
	20	0.0	-0.8	0.0	0.0
	21	0.0	-0.8	0.0	0.0
	22	0.0	-0.9	0.0	0.0
	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.9	0.0	0.0
	25	-0.1	-0.9	0.0	0.0
	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.9	0.0	0.0
	28	0.0	-0.9	0.0	0.0
	29	0.0	-0.9	0.0	-0.1
	30	0.0	-0.9	0.0	-0.2
	31	0.0	-0.9	0.0	-0.4
	32	0.0	-0.9	0.0	-0.5
	33	0.0	-0.9	0.0	-0.6
	34	0.1	-0.8	0.0	-0.7
	35	0.0	-1.2	0.0	-1.0
	36	0.0	-0.9	0.0	-0.9
	37	0.0	-0.9	0.0	-0.7
	38	0.0	-1.0	0.0	-0.9
	39	0.0	-0.9	0.0	-0.7
	40	0.0	0.0	0.0	0.0

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	137.1 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0
	18	0.0	-0.3	0.0	0.0
	19	0.0	-0.9	0.0	0.0
	20	0.0	-0.9	0.0	0.0
	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.9	0.0	0.0
	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.9	0.0	-0.1
	28	0.0	-0.8	0.0	0.0
	29	0.0	-0.9	0.0	0.0
	30	0.0	-0.9	0.0	-0.2
	31	0.0	-0.9	0.0	-0.3
	32	0.0	-0.9	0.0	-0.5
	33	0.0	-0.9	0.0	-0.7
	34	0.0	-0.8	0.0	-0.7
	35	0.0	-1.1	0.0	-1.1
	36	0.0	-1.0	0.0	-0.9
	37	0.0	-0.9	0.0	-0.7
	38	0.0	-1.0	0.0	-0.9
	39	0.0	-0.9	0.0	-0.7
	40	0.0	0.0	0.0	0.0

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	139 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	-0.9	0.0	0.0	
	20	0.0	-0.9	0.0	0.0	
	21	0.0	-0.9	0.0	0.0	
	22	0.0	-0.9	0.0	0.0	
	23	0.0	-0.9	0.0	0.0	
	24	0.0	-0.9	0.0	0.0	
	25	0.0	-0.9	0.0	0.0	
	26	0.0	-0.9	0.0	0.0	
	27	0.0	-0.9	0.0	0.0	
	28	0.0	-0.8	0.0	0.0	
	29	0.0	-0.9	0.0	-0.1	
	30	0.0	-0.9	0.0	-0.2	
	31	0.0	-0.9	0.0	-0.3	
	32	0.0	-0.9	0.0	-0.5	
	33	0.0	-0.9	0.0	-0.6	
	34	0.0	-0.9	0.0	-0.7	
	35	0.0	-1.1	0.0	-1.0	
	36	0.0	-0.9	0.0	-0.8	
	37	0.0	-0.8	0.0	-0.8	
	38	0.0	-1.0	0.0	-0.9	
	39	0.0	-0.9	0.0	-0.6	
	40	0.0	0.0	0.0	0.0	

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	140.7 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0
	19	0.0	-0.8	0.0	0.0
	20	0.0	-0.9	0.0	0.0
	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.9	0.0	0.0
	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.8	0.0	0.0
	27	0.0	-0.9	0.0	-0.1
	28	0.0	-0.9	0.0	0.0
	29	0.0	-0.9	0.0	0.0
	30	0.0	-0.8	0.0	-0.2
	31	0.0	-0.8	0.0	-0.4
	32	0.0	-0.9	0.0	-0.5
	33	0.0	-0.8	0.0	-0.7
	34	0.0	-0.8	0.0	-0.7
	35	0.0	-1.1	0.0	-1.0
	36	0.0	-0.9	0.0	-0.8
	37	0.0	-0.9	0.0	-0.8
	38	0.0	-1.1	0.0	-1.0
	39	0.0	-0.9	0.0	-0.5
	40	0.0	0.0	0.0	0.0

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	142.4 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	-0.9	0.0	0.0	
	20	0.0	-0.9	0.0	0.0	
	21	0.0	-0.9	0.0	0.0	
	22	0.0	-0.9	0.0	0.0	
	23	0.0	-0.8	0.0	0.0	
	24	0.0	-0.9	0.0	0.0	
	25	0.0	-0.9	0.0	0.0	
	26	0.0	-0.9	0.0	0.0	
	27	0.0	-0.9	0.0	0.0	
	28	0.0	-0.9	0.0	0.0	
	29	0.0	-0.9	0.0	-0.1	
	30	0.0	-0.9	0.0	-0.1	
	31	0.0	-0.9	0.0	-0.3	
	32	0.0	-0.8	0.0	-0.5	
	33	0.0	-0.8	0.0	-0.6	
	34	0.0	-0.9	0.0	-0.7	
	35	0.0	-1.1	0.0	-1.1	
	36	0.0	-0.9	0.0	-0.8	
	37	0.0	-0.9	0.0	-0.8	
	38	0.0	-1.0	0.0	-1.0	
	39	0.0	-0.9	0.0	-0.4	
	40	0.0	0.0	0.0	0.0	

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	143.9 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	-0.3	0.0	0.0	
	20	0.0	-0.9	0.0	0.0	
	21	0.0	-0.9	0.0	0.0	
	22	0.0	-0.9	0.0	0.0	
	23	0.0	-0.9	0.0	0.0	
	24	0.0	-0.9	0.0	0.0	
	25	0.0	-0.9	0.0	0.0	
	26	0.0	-0.8	0.0	0.0	
	27	0.0	-0.9	0.0	0.0	
	28	0.0	-0.9	0.0	0.0	
	29	0.0	-0.8	0.0	-0.1	
	30	0.0	-0.9	0.0	-0.2	
	31	0.0	-0.9	0.0	-0.3	
	32	0.0	-0.9	0.0	-0.4	
	33	0.0	-0.8	0.0	-0.6	
	34	0.0	-0.9	0.0	-0.7	
	35	0.0	-1.2	0.0	-1.1	
	36	0.0	-1.0	0.0	-0.8	
	37	0.0	-0.8	0.0	-0.8	
	38	0.0	-1.0	0.0	-0.9	
	39	0.0	-0.9	0.0	-0.3	
	40	0.0	0.0	0.0	0.0	

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	145.4 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	-0.9	0.0	0.0	
	21	0.0	-0.9	0.0	0.0	
	22	0.0	-0.8	0.0	0.0	
	23	0.0	-0.9	0.0	0.0	
	24	0.0	-0.9	0.0	0.0	
	25	0.0	-0.9	0.0	0.0	
	26	0.0	-0.9	0.0	0.0	
	27	0.0	-0.9	0.0	0.0	
	28	0.0	-0.9	0.0	0.0	
	29	0.0	-0.9	0.0	-0.1	
	30	0.0	-0.9	0.0	-0.1	
	31	0.0	-0.9	0.0	-0.3	
	32	0.0	-0.9	0.0	-0.5	
	33	0.0	-0.9	0.0	-0.6	
	34	0.0	-0.9	0.0	-0.7	
	35	0.0	-1.1	0.0	-1.0	
	36	0.0	-0.9	0.0	-0.9	
	37	0.0	-0.9	0.0	-0.8	
	38	0.0	-1.1	0.0	-0.9	
	39	0.0	-0.9	0.0	-0.2	
	40	0.0	0.0	0.0	0.0	

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	146.9 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	-0.9	0.0	0.0	
	21	0.0	-0.9	0.0	0.0	
	22	0.0	-0.9	0.0	0.0	
	23	0.0	-0.9	0.0	0.0	
	24	0.0	-0.9	0.0	0.0	
	25	0.0	-0.8	0.0	0.0	
	26	0.0	-0.9	0.0	0.0	
	27	0.0	-0.8	0.0	-0.1	
	28	0.0	-0.9	0.0	0.0	
	29	0.0	-0.9	0.0	-0.1	
	30	0.0	-0.9	0.0	-0.1	
	31	0.0	-0.8	0.0	-0.3	
	32	0.0	-0.9	0.0	-0.5	
	33	0.0	-0.9	0.0	-0.7	
	34	0.0	-0.8	0.0	-0.7	
	35	0.0	-1.2	0.0	-1.0	
	36	0.0	-1.0	0.0	-0.8	
	37	0.0	-0.8	0.0	-0.8	
	38	0.0	-1.0	0.0	-0.9	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	148.2 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0
	20	0.0	-0.9	0.0	0.0
	21	0.0	-0.8	0.0	0.0
	22	0.0	-0.9	0.0	0.0
	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.8	0.0	0.0
	28	0.0	-0.9	0.0	0.0
	29	0.0	-0.9	0.0	0.0
	30	0.0	-0.9	0.0	-0.2
	31	0.0	-0.9	0.0	-0.3
	32	0.0	-0.9	0.0	-0.5
	33	0.0	-0.9	0.0	-0.6
	34	0.0	-0.8	0.0	-0.7
	35	0.0	-1.2	0.0	-1.1
	36	0.0	-0.9	0.0	-0.9
	37	0.0	-0.9	0.0	-0.8
	38	0.0	-1.0	0.0	-0.8
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	149.5 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	-0.9	0.0	0.0	
	21	0.0	-0.8	0.0	0.0	
	22	0.0	-0.9	0.0	0.0	
	23	0.0	-0.8	0.0	0.0	
	24	0.0	-0.8	0.0	0.0	
	25	0.0	-0.9	0.0	0.0	
	26	0.0	-0.8	0.0	0.0	
	27	0.0	-0.9	0.0	0.0	
	28	0.0	-0.9	0.0	-0.1	
	29	0.0	-0.9	0.0	0.0	
	30	0.0	-0.9	0.0	-0.1	
	31	0.0	-0.9	0.0	-0.3	
	32	0.0	-0.8	0.0	-0.5	
	33	0.0	-0.8	0.0	-0.6	
	34	0.0	-0.9	0.0	-0.7	
	35	0.0	-1.2	0.0	-1.1	
	36	0.0	-0.9	0.0	-0.9	
	37	0.0	-0.9	0.0	-0.7	
	38	0.0	-1.0	0.0	-0.7	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	150.7 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0
	20	0.0	-0.9	0.0	0.0
	21	0.0	-0.8	0.0	0.0
	22	0.0	-0.9	0.0	0.0
	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.9	0.0	0.0
	28	0.0	-0.9	0.0	0.0
	29	0.0	-0.9	0.0	0.0
	30	0.0	-0.9	0.0	-0.1
	31	0.0	-0.9	0.0	-0.3
	32	0.0	-0.8	0.0	-0.5
	33	0.0	-0.9	0.0	-0.6
	34	0.0	-0.9	0.0	-0.7
	35	0.0	-1.2	0.0	-1.1
	36	0.0	-0.9	0.0	-0.9
	37	0.0	-0.9	0.0	-0.8
	38	0.0	-1.0	0.0	-0.6
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	151.9 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0
	20	0.0	-0.1	0.0	0.0
	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.9	0.0	0.0
	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.8	0.0	0.0
	27	0.0	-0.9	0.0	0.0
	28	0.0	-0.9	0.0	0.0
	29	0.0	-0.9	0.0	0.0
	30	0.0	-0.9	0.0	-0.1
	31	0.0	-0.8	0.0	-0.3
	32	0.0	-0.8	0.0	-0.4
	33	0.0	-0.9	0.0	-0.6
	34	0.0	-0.9	0.0	-0.7
	35	0.0	-1.2	0.0	-1.1
	36	0.0	-0.9	0.0	-0.8
	37	0.0	-0.8	0.0	-0.7
	38	0.0	-1.1	0.0	-0.5
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	153 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	-0.9	0.0	0.0	
	22	0.0	-0.9	0.0	0.0	
	23	0.0	-0.9	0.0	0.0	
	24	0.0	-0.8	0.0	0.0	
	25	0.0	-0.9	0.0	0.0	
	26	0.0	-0.9	0.0	0.0	
	27	0.0	-0.8	0.0	0.0	
	28	0.0	-0.9	0.0	0.0	
	29	0.0	-0.9	0.0	-0.1	
	30	0.0	-0.9	0.0	-0.1	
	31	0.0	-0.9	0.0	-0.3	
	32	0.0	-0.8	0.0	-0.5	
	33	0.0	-0.9	0.0	-0.6	
	34	0.0	-0.8	0.0	-0.7	
	35	0.0	-1.2	0.0	-1.2	
	36	0.0	-0.9	0.0	-0.8	
	37	0.0	-0.9	0.0	-0.8	
	38	0.0	-1.1	0.0	-0.5	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	154 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	-0.9	0.0	0.0	
	22	0.0	-0.9	0.0	0.0	
	23	0.0	-0.9	0.0	0.0	
	24	0.0	-0.8	0.0	0.0	
	25	0.0	-0.9	0.0	0.0	
	26	0.0	-0.9	0.0	-0.1	
	27	0.0	-0.9	0.0	0.0	
	28	0.0	-0.8	0.0	-0.1	
	29	0.0	-0.9	0.0	-0.1	
	30	0.0	-0.8	0.0	-0.1	
	31	0.0	-0.8	0.0	-0.3	
	32	0.0	-0.8	0.0	-0.4	
	33	0.0	-0.9	0.0	-0.6	
	34	0.0	-0.9	0.0	-0.7	
	35	0.0	-1.2	0.0	-1.1	
	36	0.0	-0.9	0.0	-0.9	
	37	0.0	-0.9	0.0	-0.7	
	38	0.0	-1.1	0.0	-0.4	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	155 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	-0.9	0.0	0.0	
	22	0.0	-0.9	0.0	0.0	
	23	0.0	-0.9	0.0	0.0	
	24	0.0	-0.9	0.0	0.0	
	25	0.0	-0.9	0.0	0.0	
	26	0.0	-0.9	0.0	0.0	
	27	0.0	-0.9	0.0	0.0	
	28	0.0	-0.9	0.0	0.0	
	29	0.0	-0.9	0.0	-0.1	
	30	0.0	-0.8	0.0	-0.2	
	31	0.0	-0.9	0.0	-0.3	
	32	0.0	-0.9	0.0	-0.5	
	33	0.0	-0.9	0.0	-0.6	
	34	0.0	-0.9	0.0	-0.7	
	35	0.0	-1.2	0.0	-1.1	
	36	0.0	-0.9	0.0	-0.8	
	37	0.0	-0.9	0.0	-0.7	
	38	0.0	-1.1	0.0	-0.3	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	156 DEG				
BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0
	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.9	0.0	0.0
	23	0.0	-0.8	0.0	0.0
	24	0.0	-0.8	0.0	0.0
	25	0.0	-0.9	0.0	0.0
	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.9	0.0	0.0
	28	0.0	-0.9	0.0	-0.1
	29	0.0	-0.8	0.0	0.0
	30	0.0	-0.9	0.0	-0.1
	31	0.0	-0.8	0.0	-0.3
	32	0.0	-0.8	0.0	-0.4
	33	0.0	-0.8	0.0	-0.6
	34	0.0	-0.8	0.0	-0.7
	35	0.0	-1.2	0.0	-1.1
	36	0.0	-0.9	0.0	-0.8
	37	0.0	-0.9	0.0	-0.6
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

FORWARD-SWEPT FAN NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	156.9 DEG				
BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0
	21	0.0	-0.9	0.0	0.0
	22	0.0	-0.9	0.0	0.0
	23	0.0	-0.9	0.0	0.0
	24	0.0	-0.9	0.0	0.0
	25	0.0	-0.8	0.0	0.0
	26	0.0	-0.9	0.0	0.0
	27	0.0	-0.9	0.0	0.0
	28	0.0	-0.9	0.0	0.0
	29	0.0	-0.9	0.0	0.0
	30	0.0	-0.9	0.0	-0.1
	31	0.0	-0.9	0.0	-0.3
	32	0.0	-0.9	0.0	-0.5
	33	0.0	-0.9	0.0	-0.6
	34	0.0	-0.9	0.0	-0.7
	35	0.0	-1.2	0.0	-1.1
	36	0.0	-0.9	0.0	-0.7
	37	0.0	-0.9	0.0	-0.5
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

APPENDIX IV

TABULATED FLYOVER NOISE DIFFERENCES FOR ACOUSTIC TREATMENT RELATIVE TO BASELINE

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

27.6 DEG				48.8 DEG				50.9 DEG			
BAND	FANI	FAND	JET	BAND	FANI	FAND	JET	BAND	FANI	FAND	JET
			TOTAL				TOTAL				TOTAL
17	0.0	0.0	0.0	17	0.0	0.0	0.0	17	0.0	0.0	0.0
18	0.0	0.0	0.0	18	0.0	0.0	0.0	18	0.0	0.0	0.0
19	0.0	0.0	0.0	19	0.0	0.0	0.0	19	0.0	0.0	0.0
20	0.0	0.0	0.0	20	0.0	0.0	0.0	20	0.0	0.0	0.0
21	0.0	0.0	0.0	21	0.0	0.0	0.0	21	0.0	0.0	0.0
22	0.0	0.0	0.0	22	0.0	0.0	0.0	22	0.0	0.0	0.0
23	0.0	0.0	0.0	23	0.0	0.0	0.0	23	0.0	0.0	0.0
24	0.0	0.0	0.0	24	0.0	0.0	0.0	24	0.0	0.0	0.0
25	0.0	0.0	0.0	25	0.0	0.0	0.0	25	0.0	0.0	0.0
26	0.0	0.0	0.0	26	0.0	0.0	0.0	26	0.0	0.0	0.0
27	0.0	0.0	0.0	27	0.0	0.0	0.0	27	0.0	0.0	0.0
28	0.0	0.0	0.0	28	0.0	0.0	0.0	28	0.0	0.0	0.0
29	0.0	0.0	0.0	29	0.0	0.0	0.0	29	0.0	0.0	0.0
30	0.0	0.0	0.0	30	0.0	0.0	0.0	30	0.0	0.0	0.0
31	0.0	0.0	0.0	31	0.0	0.0	0.0	31	0.0	0.0	0.0
32	0.0	0.0	0.0	32	0.0	0.0	0.0	32	0.0	0.0	0.0
33	0.0	0.0	0.0	33	0.0	0.0	0.0	33	0.0	0.0	0.0
34	0.0	0.0	0.0	34	0.0	0.0	0.0	34	0.0	0.0	0.0
35	0.0	0.0	0.0	35	0.0	0.0	0.0	35	0.0	0.0	0.0
36	0.0	0.0	0.0	36	0.0	0.0	0.0	36	0.0	0.0	0.0
37	0.0	0.0	0.0	37	0.0	0.0	0.0	37	0.0	0.0	0.0
38	0.0	0.0	0.0	38	0.0	0.0	0.0	38	0.0	0.0	0.0
39	0.0	0.0	0.0	39	0.0	0.0	0.0	39	0.0	0.0	0.0
40	0.0	0.0	0.0	40	0.0	0.0	0.0	40	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

30.8 DEG					50 DEG					53.1 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

34.9 DEG					51.2 DEG					55.4 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

40.3 DEG					52.5 DEG					57.8 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

47.6 DEG					53.9 DEG					60.5 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

57.6 DEG					55.3 DEG					63.4 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

70.9 DEG					56.8 DEG					66.4 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

87.4 DEG					58.4 DEG					69.7 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	-0.5	0.0	-0.3	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	-0.9	0.0	-0.6	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	-1.1	0.0	-0.9	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	-1.4	0.0	-1.1	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	-1.8	0.0	-1.4	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	-1.9	0.0	-1.7	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	-1.5	0.0	-1.2	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	-0.8	0.0	-0.6	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	-0.9	0.0	-0.8	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

105 DEG					60.1 DEG					73.1 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	-0.4	0.0	-0.2	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	-1.8	0.0	-1.0	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	-3.0	0.0	-2.0	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	-4.7	0.0	-3.3	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	-5.4	0.0	-3.7	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	-6.0	0.0	-4.2	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	-5.2	0.0	-3.9	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	-5.0	0.0	-3.3	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	-4.2	0.0	-2.7	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	-3.0	0.0	-1.9	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.8	0.0	0.5	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE								
	120.8 DEG			61.9 DEG			76.8 DEG			BAND	FANI	FAND	JET	TOTAL
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	-0.1	0.0	-0.1	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	-0.8	0.0	-0.4	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	-2.1	0.0	-1.3	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	-4.0	0.0	-2.8	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	-5.7	0.0	-4.2	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	-5.1	0.0	-3.9	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	-3.3	0.0	-2.7	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	-3.9	0.0	-3.1	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	-3.8	0.0	-2.8	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	-2.0	0.0	-1.6	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	0.1	0.0	0.1	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	2.0	0.0	1.1	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE								
	133.3 DEG			63.7 DEG			80.6 DEG			BAND	FANI	FAND	JET	TOTAL
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	-0.3	0.0	-0.2	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	-0.9	0.0	-0.7	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	-2.4	0.0	-1.8	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	-3.7	0.0	-3.1	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	-4.2	0.0	-3.7	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	-4.5	0.0	-4.0	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	-4.3	0.0	-3.9	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	-3.4	0.0	-3.1	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	-3.1	0.0	-2.7	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	-3.0	0.0	-2.7	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	-1.2	0.0	-1.0	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	0.1	0.0	0.1	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE								
	142.4 DEG			65.7 DEG			84.6 DEG			BAND	FANI	FAND	JET	TOTAL
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.1	0.0	0.1	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	-0.7	0.0	-0.3	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	-1.1	0.0	-0.8	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
31	0.0	-2.6	0.0	-2.0	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
32	0.0	-4.0	0.0	-3.4	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
33	0.0	-5.8	0.0	-5.1	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
34	0.0	-6.1	0.0	-5.4	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
35	0.0	-3.5	0.0	-3.3	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
36	0.0	-2.0	0.0	-1.8	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
37	0.0	-2.3	0.0	-2.1	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
38	0.0	-2.0	0.0	-1.8	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.0	-0.6	0.0	-0.5	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
40	0.0	-0.8	0.0	-0.6	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF					SIDELINE								
	149.2 DEG			67.7 DEG			88.6 DEG			BAND	FANI	FAND	JET	TOTAL
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	0.0	0.1	0.0	0.0	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	-0.6	0.0	-0.3	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
30	0.0	-1.4	0.0	-0.8	30	0.0	0.0	0.0	0.0	30	0.0	-0.1	0.0	0.0
31	0.0	-2.7	0.0	-2.0	31	0.0	0.0	0.0	0.0	31	0.0	-0.5	0.0	0.0
32	0.0	-4.6	0.0	-3.8	32	0.0	0.0	0.0	0.0	32	0.0	-0.3	0.0	0.0
33	0.0	-5.5	0.0	-4.7	33	0.0	0.0	0.0	0.0	33	0.0	-0.8	0.0	-0.1
34	0.0	-4.2	0.0	-3.9	34	0.0	0.0	0.0	0.0	34	0.0	-0.4	0.0	-0.1
35	0.0	-2.6	0.0	-2.4	35	0.0	0.0	0.0	0.0	35	0.0	2.1	0.0	0.8
36	0.0	-2.1	0.0	-1.9	36	0.0	0.0	0.0	0.0	36	0.0	-0.4	0.0	-0.1
37	0.0	-3.1	0.0	-2.8	37	0.0	0.0	0.0	0.0	37	0.0	-2.8	0.0	-2.3
38	0.0	-2.4	0.0	-2.1	38	0.0	0.0	0.0	0.0	38	0.0	-1.8	0.0	-1.0
39	0.0	-1.0	0.0	-0.9	39	0.0	0.0	0.0	0.0	39	0.0	-1.8	0.0	-1.1
40	0.0	-1.4	0.0	-1.0	40	0.0	0.0	0.0	0.0	40	0.0	-0.7	0.0	-0.5

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	69.9 DEG					92.8 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	-0.1	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	-0.2	0.0	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	-0.7	0.0	-0.1
	32	0.0	0.0	0.0	0.0	32	0.0	-0.3	0.0	-0.1
	33	0.0	0.0	0.0	0.0	33	0.0	-1.1	0.0	-0.1
	34	0.0	0.0	0.0	0.0	34	0.0	-1.0	0.0	-0.2
	35	0.0	0.0	0.0	0.0	35	0.0	1.2	0.0	0.4
	36	0.0	0.0	0.0	0.0	36	0.0	-1.9	0.0	-0.8
	37	0.0	0.0	0.0	0.0	37	0.0	-3.8	0.0	-3.2
	38	0.0	0.0	0.0	0.0	38	0.0	-3.6	0.0	-1.8
	39	0.0	0.0	0.0	0.0	39	0.0	-2.6	0.0	-1.6
	40	0.0	0.0	0.0	0.0	40	0.0	-2.1	0.0	-1.5

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	72.1 DEG					96.9 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	-0.2	0.0	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	-0.8	0.0	0.0
	32	0.0	0.0	0.0	0.0	32	0.0	-0.5	0.0	0.0
	33	0.0	0.0	0.0	0.0	33	0.0	-1.0	0.0	-0.1
	34	0.0	0.0	0.0	0.0	34	0.0	-1.6	0.0	-0.3
	35	0.0	0.0	0.0	0.0	35	0.0	-1.4	0.0	-0.4
	36	0.0	0.0	0.0	0.0	36	0.0	-3.0	0.0	-1.2
	37	0.0	0.0	0.0	0.0	37	0.0	-3.9	0.0	-3.1
	38	0.0	0.0	0.0	0.0	38	0.0	-4.1	0.0	-2.0
	39	0.0	0.0	0.0	0.0	39	0.0	-2.8	0.0	-1.6
	40	0.0	0.0	0.0	0.0	40	0.0	-2.5	0.0	-1.7

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	74.5 DEG					101.1 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	-0.2	0.0	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	-0.7	0.0	0.0
	32	0.0	0.0	0.0	0.0	32	0.0	-0.6	0.0	-0.1
	33	0.0	0.0	0.0	0.0	33	0.0	-1.2	0.0	-0.2
	34	0.0	0.0	0.0	0.0	34	0.0	-2.4	0.0	-0.4
	35	0.0	0.0	0.0	0.0	35	0.0	-3.2	0.0	-0.8
	36	0.0	0.0	0.0	0.0	36	0.0	-3.2	0.0	-1.3
	37	0.0	0.0	0.0	0.0	37	0.0	-4.0	0.0	-3.0
	38	0.0	0.0	0.0	0.0	38	0.0	-4.0	0.0	-1.8
	39	0.0	0.0	0.0	0.0	39	0.0	-3.0	0.0	-1.7
	40	0.0	0.0	0.0	0.0	40	0.0	-1.8	0.0	-1.2

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	76.9 DEG					105.2 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	-0.1	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	-0.2	0.0	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	-0.5	0.0	-0.1
	32	0.0	0.0	0.0	0.0	32	0.0	-0.7	0.0	0.0
	33	0.0	0.0	0.0	0.0	33	0.0	-1.9	0.0	-0.3
	34	0.0	0.0	0.0	0.0	34	0.0	-3.2	0.0	-0.6
	35	0.0	0.0	0.0	0.0	35	0.0	-3.6	0.0	-0.8
	36	0.0	0.0	0.0	0.0	36	0.0	-3.5	0.0	-1.4
	37	0.0	0.0	0.0	0.0	37	0.0	-4.1	0.0	-3.0
	38	0.0	0.0	0.0	0.0	38	0.0	-4.2	0.0	-1.8
	39	0.0	0.0	0.0	0.0	39	0.0	-3.4	0.0	-1.8
	40	0.0	0.0	0.0	0.0	40	0.0	-1.9	0.0	-1.1

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	79.4 DEG					109.2 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	-0.1	0.0	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	-0.4	0.0	0.0
	32	0.0	0.0	0.0	0.0	32	0.0	-0.9	0.0	0.0
	33	0.0	0.0	0.0	0.0	33	0.0	-1.9	0.0	-0.3
	34	0.0	0.0	0.0	0.0	34	0.0	-2.3	0.0	-0.4
	35	0.0	0.0	0.0	0.0	35	0.0	-2.0	0.0	-0.6
	36	0.0	0.0	0.0	0.0	36	0.0	-3.3	0.0	-1.4
	37	0.0	0.0	0.0	0.0	37	0.0	-2.9	0.0	-2.2
	38	0.0	0.0	0.0	0.0	38	0.0	-2.4	0.0	-1.2
	39	0.0	0.0	0.0	0.0	39	0.0	-3.4	0.0	-1.8
	40	0.0	0.0	0.0	0.0	40	0.0	-2.4	0.0	-1.4

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	82.1 DEG					113 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	-0.1	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	-0.3	0.0	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	-0.6	0.0	0.0
	32	0.0	0.0	0.0	0.0	32	0.0	-1.1	0.0	-0.1
	33	0.0	0.0	0.0	0.0	33	0.0	-1.9	0.0	-0.2
	34	0.0	0.0	0.0	0.0	34	0.0	-2.6	0.0	-0.6
	35	0.0	0.0	0.0	0.0	35	0.0	-2.7	0.0	-0.8
	36	0.0	0.0	0.0	0.0	36	0.0	-3.1	0.0	-1.5
	37	0.0	0.0	0.0	0.0	37	0.0	-3.2	0.0	-2.4
	38	0.0	0.0	0.0	0.0	38	0.0	-3.1	0.0	-1.5
	39	0.0	0.0	0.0	0.0	39	0.0	-3.0	0.0	-1.7
	40	0.0	0.0	0.0	0.0	40	0.0	-2.6	0.0	-1.5

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	84.8 DEG					116.7 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	-0.1	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	-0.4	0.0	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	-0.6	0.0	0.0
	32	0.0	0.0	0.0	0.0	32	0.0	-0.9	0.0	-0.1
	33	0.0	0.0	0.0	0.0	33	0.0	-1.5	0.0	-0.2
	34	0.0	0.0	0.0	0.0	34	0.0	-2.2	0.0	-0.5
	35	0.0	0.0	0.0	0.0	35	0.0	-2.3	0.0	-0.8
	36	0.0	0.0	0.0	0.0	36	0.0	-2.7	0.0	-1.5
	37	0.0	0.0	0.0	0.0	37	0.0	-2.9	0.0	-2.2
	38	0.0	0.0	0.0	0.0	38	0.0	-2.7	0.0	-1.4
	39	0.0	0.0	0.0	0.0	39	0.0	-2.3	0.0	-1.4
	40	0.0	0.0	0.0	0.0	40	0.0	-1.6	0.0	-1.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	87.5 DEG					120.3 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	-0.1	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	-0.4	0.0	0.0
	31	0.0	-0.3	0.0	-0.1	31	0.0	-0.5	0.0	-0.1
	32	0.0	-0.4	0.0	-0.2	32	0.0	-0.8	0.0	-0.1
	33	0.0	-0.8	0.0	-0.3	33	0.0	-1.4	0.0	-0.3
	34	0.0	-1.4	0.0	-0.8	34	0.0	-1.9	0.0	-0.5
	35	0.0	-1.8	0.0	-1.0	35	0.0	-2.0	0.0	-0.8
	36	0.0	-2.1	0.0	-1.6	36	0.0	-2.4	0.0	-1.5
	37	0.0	-2.1	0.0	-1.6	37	0.0	-2.7	0.0	-2.1
	38	0.0	-2.1	0.0	-1.6	38	0.0	-2.3	0.0	-1.5
	39	0.0	-1.6	0.0	-1.3	39	0.0	-2.0	0.0	-1.4
	40	0.0	-1.2	0.0	-0.5	40	0.0	-0.9	0.0	-0.7

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	90.4 DEG					123.6 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	-0.1	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	-0.6	0.0	0.0
	31	0.0	-0.6	0.0	-0.1	31	0.0	-0.9	0.0	-0.1
	32	0.0	-0.9	0.0	-0.3	32	0.0	-1.1	0.0	-0.2
	33	0.0	-1.7	0.0	-0.8	33	0.0	-1.7	0.0	-0.4
	34	0.0	-2.8	0.0	-1.4	34	0.0	-2.5	0.0	-0.7
	35	0.0	-3.5	0.0	-2.2	35	0.0	-2.5	0.0	-1.1
	36	0.0	-4.0	0.0	-3.2	36	0.0	-2.3	0.0	-1.6
	37	0.0	-4.1	0.0	-3.0	37	0.0	-3.1	0.0	-2.5
	38	0.0	-4.5	0.0	-3.3	38	0.0	-2.9	0.0	-1.9
	39	0.0	-3.2	0.0	-2.6	39	0.0	-2.3	0.0	-1.7
	40	0.0	-2.4	0.0	-1.2	40	0.0	-1.6	0.0	-1.1

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	93.2 DEG					126.7 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	-0.3	0.0	0.0
	30	0.0	-0.1	0.0	0.0	30	0.0	-0.8	0.0	0.0
	31	0.0	-0.6	0.0	-0.1	31	0.0	-1.1	0.0	0.0
	32	0.0	-1.2	0.0	-0.4	32	0.0	-1.2	0.0	-0.1
	33	0.0	-2.4	0.0	-1.0	33	0.0	-2.2	0.0	-0.5
	34	0.0	-3.6	0.0	-1.9	34	0.0	-3.9	0.0	-1.2
	35	0.0	-4.4	0.0	-2.6	35	0.0	-3.3	0.0	-1.5
	36	0.0	-4.5	0.0	-3.4	36	0.0	-1.8	0.0	-1.4
	37	0.0	-4.7	0.0	-3.2	37	0.0	-1.6	0.0	-1.3
	38	0.0	-7.1	0.0	-4.5	38	0.0	-2.2	0.0	-1.6
	39	0.0	-3.3	0.0	-2.6	39	0.0	-1.5	0.0	-1.1
	40	0.0	-2.8	0.0	-1.3	40	0.0	-0.9	0.0	-0.7

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	96.2 DEG					129.6 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	-0.1	0.0	0.0	29	0.0	-0.6	0.0	0.0
	30	0.0	-0.1	0.0	0.0	30	0.0	-1.0	0.0	0.0
	31	0.0	-0.7	0.0	-0.2	31	0.0	-1.1	0.0	0.0
	32	0.0	-1.5	0.0	-0.6	32	0.0	-1.1	0.0	-0.2
	33	0.0	-2.9	0.0	-1.2	33	0.0	-2.5	0.0	-0.5
	34	0.0	-4.2	0.0	-2.1	34	0.0	-4.0	0.0	-1.2
	35	0.0	-4.6	0.0	-2.8	35	0.0	-3.1	0.0	-1.3
	36	0.0	-4.8	0.0	-3.7	36	0.0	-1.3	0.0	-1.1
	37	0.0	-5.0	0.0	-3.3	37	0.0	-0.8	0.0	-0.7
	38	0.0	-7.4	0.0	-4.5	38	0.0	-1.8	0.0	-1.4
	39	0.0	-3.6	0.0	-2.6	39	0.0	-1.1	0.0	-0.9
	40	0.0	-2.9	0.0	-1.4	40	0.0	-0.5	0.0	-0.4

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	99.1 DEG					132.3 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.1	0.0	0.0
	29	0.0	-0.1	0.0	0.0	29	0.0	-0.8	0.0	0.0
	30	0.0	-0.1	0.0	-0.1	30	0.0	-1.0	0.0	0.0
	31	0.0	-0.9	0.0	-0.2	31	0.0	-1.0	0.0	-0.1
	32	0.0	-1.8	0.0	-0.5	32	0.0	-0.9	0.0	-0.1
	33	0.0	-3.2	0.0	-1.3	33	0.0	-2.4	0.0	-0.4
	34	0.0	-4.5	0.0	-2.2	34	0.0	-3.1	0.0	-0.9
	35	0.0	-3.9	0.0	-2.4	35	0.0	-2.1	0.0	-0.9
	36	0.0	-5.2	0.0	-3.8	36	0.0	-0.6	0.0	-0.6
	37	0.0	-4.7	0.0	-3.0	37	0.0	-0.7	0.0	-0.6
	38	0.0	-4.2	0.0	-2.9	38	0.0	-1.8	0.0	-1.4
	39	0.0	-4.0	0.0	-2.8	39	0.0	-1.1	0.0	-0.9
	40	0.0	-2.4	0.0	-1.2	40	0.0	-0.5	0.0	-0.4

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	102 DEG					134.8 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.1	0.0	0.0
	29	0.0	-0.1	0.0	0.0	29	0.0	-0.9	0.0	0.0
	30	0.0	-0.3	0.0	0.0	30	0.0	-1.1	0.0	0.0
	31	0.0	-0.9	0.0	-0.2	31	0.0	-1.1	0.0	0.0
	32	0.0	-1.9	0.0	-0.7	32	0.0	-0.9	0.0	-0.1
	33	0.0	-3.4	0.0	-1.4	33	0.0	-2.2	0.0	-0.4
	34	0.0	-4.4	0.0	-2.3	34	0.0	-2.6	0.0	-0.8
	35	0.0	-3.3	0.0	-2.2	35	0.0	-1.6	0.0	-0.7
	36	0.0	-5.3	0.0	-3.8	36	0.0	-0.9	0.0	-0.8
	37	0.0	-4.9	0.0	-3.1	37	0.0	-1.1	0.0	-0.8
	38	0.0	-4.4	0.0	-2.9	38	0.0	-1.6	0.0	-1.3
	39	0.0	-4.0	0.0	-2.7	39	0.0	-1.2	0.0	-1.0
	40	0.0	-2.5	0.0	-1.1	40	0.0	-0.7	0.0	-0.6

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	105 DEG					137.2 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.1	0.0	0.0
	29	0.0	-0.1	0.0	-0.1	29	0.0	-0.9	0.0	0.0
	30	0.0	-0.3	0.0	0.0	30	0.0	-1.3	0.0	0.0
	31	0.0	-1.0	0.0	-0.2	31	0.0	-1.1	0.0	-0.1
	32	0.0	-2.1	0.0	-0.7	32	0.0	-1.0	0.0	-0.1
	33	0.0	-3.6	0.0	-1.5	33	0.0	-1.9	0.0	-0.3
	34	0.0	-4.3	0.0	-2.1	34	0.0	-2.1	0.0	-0.6
	35	0.0	-3.0	0.0	-1.9	35	0.0	-1.3	0.0	-0.6
	36	0.0	-5.3	0.0	-3.8	36	0.0	-1.2	0.0	-1.0
	37	0.0	-5.3	0.0	-3.3	37	0.0	-1.5	0.0	-1.2
	38	0.0	-6.0	0.0	-3.6	38	0.0	-1.6	0.0	-1.2
	39	0.0	-3.9	0.0	-2.6	39	0.0	-1.3	0.0	-1.2
	40	0.0	-2.8	0.0	-1.3	40	0.0	-0.9	0.0	-0.7

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	107.9 DEG					139.4 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.2	0.0	0.0
	29	0.0	-0.1	0.0	0.0	29	0.0	-1.0	0.0	0.0
	30	0.0	-0.3	0.0	-0.1	30	0.0	-1.1	0.0	0.0
	31	0.0	-1.1	0.0	-0.2	31	0.0	-1.0	0.0	-0.1
	32	0.0	-2.5	0.0	-0.8	32	0.0	-0.8	0.0	-0.1
	33	0.0	-3.9	0.0	-1.6	33	0.0	-2.1	0.0	-0.4
	34	0.0	-4.7	0.0	-2.4	34	0.0	-2.0	0.0	-0.5
	35	0.0	-3.7	0.0	-2.3	35	0.0	-1.3	0.0	-0.5
	36	0.0	-4.8	0.0	-3.4	36	0.0	-1.0	0.0	-0.8
	37	0.0	-4.8	0.0	-3.0	37	0.0	-1.4	0.0	-1.0
	38	0.0	-5.0	0.0	-3.1	38	0.0	-1.5	0.0	-1.2
	39	0.0	-3.0	0.0	-2.1	39	0.0	-1.1	0.0	-0.9
	40	0.0	-1.8	0.0	-0.8	40	0.0	-0.6	0.0	-0.5

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	110.8 DEG					141.4 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.1	0.0	0.0
	29	0.0	-0.1	0.0	-0.1	29	0.0	-0.9	0.0	0.0
	30	0.0	-0.4	0.0	-0.1	30	0.0	-0.8	0.0	0.0
	31	0.0	-1.2	0.0	-0.2	31	0.0	-0.9	0.0	0.0
	32	0.0	-2.6	0.0	-0.8	32	0.0	-0.7	0.0	-0.1
	33	0.0	-4.1	0.0	-1.7	33	0.0	-2.2	0.0	-0.3
	34	0.0	-5.0	0.0	-2.5	34	0.0	-1.9	0.0	-0.5
	35	0.0	-4.3	0.0	-2.7	35	0.0	-1.4	0.0	-0.5
	36	0.0	-4.5	0.0	-3.1	36	0.0	-0.9	0.0	-0.8
	37	0.0	-4.5	0.0	-2.8	37	0.0	-1.2	0.0	-0.9
	38	0.0	-4.2	0.0	-2.7	38	0.0	-1.4	0.0	-1.1
	39	0.0	-2.5	0.0	-1.6	39	0.0	-0.8	0.0	-0.7
	40	0.0	-1.2	0.0	-0.6	40	0.0	-0.4	0.0	-0.3

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	113.6 DEG					143.2 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.1	0.0	0.0
	29	0.0	-0.1	0.0	-0.1	29	0.0	-0.9	0.0	0.0
	30	0.0	-0.3	0.0	0.0	30	0.0	-0.8	0.0	0.0
	31	0.0	-1.3	0.0	-0.2	31	0.0	-0.8	0.0	-0.1
	32	0.0	-2.6	0.0	-0.9	32	0.0	-0.5	0.0	0.0
	33	0.0	-4.1	0.0	-1.7	33	0.0	-2.3	0.0	-0.3
	34	0.0	-4.9	0.0	-2.6	34	0.0	-1.9	0.0	-0.5
	35	0.0	-4.3	0.0	-2.7	35	0.0	-1.3	0.0	-0.5
	36	0.0	-4.2	0.0	-3.0	36	0.0	-1.1	0.0	-1.0
	37	0.0	-4.7	0.0	-3.0	37	0.0	-1.3	0.0	-1.0
	38	0.0	-4.3	0.0	-2.9	38	0.0	-1.6	0.0	-1.3
	39	0.0	-2.7	0.0	-1.8	39	0.0	-0.9	0.0	-0.8
	40	0.0	-1.7	0.0	-0.8	40	0.0	-0.5	0.0	-0.3

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	116.3 DEG					145 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.1	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	-0.9	0.0	0.0
	30	0.0	-0.3	0.0	0.0	30	0.0	-0.8	0.0	0.0
	31	0.0	-1.1	0.0	-0.3	31	0.0	-0.7	0.0	0.0
	32	0.0	-2.4	0.0	-0.9	32	0.0	-0.3	0.0	0.0
	33	0.0	-3.8	0.0	-1.8	33	0.0	-2.5	0.0	-0.3
	34	0.0	-4.7	0.0	-2.6	34	0.0	-1.9	0.0	-0.5
	35	0.0	-4.0	0.0	-2.7	35	0.0	-1.2	0.0	-0.5
	36	0.0	-3.8	0.0	-2.8	36	0.0	-1.3	0.0	-1.1
	37	0.0	-4.4	0.0	-2.9	37	0.0	-1.4	0.0	-1.0
	38	0.0	-4.0	0.0	-2.7	38	0.0	-1.7	0.0	-1.3
	39	0.0	-2.8	0.0	-1.9	39	0.0	-1.0	0.0	-0.9
	40	0.0	-2.2	0.0	-0.9	40	0.0	-0.7	0.0	-0.2

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	119 DEG					146.6 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.1	0.0	0.0
	29	0.0	-0.1	0.0	0.0	29	0.0	-0.8	0.0	0.0
	30	0.0	-0.4	0.0	-0.1	30	0.0	-0.7	0.0	0.0
	31	0.0	-1.0	0.0	-0.2	31	0.0	-0.5	0.0	0.0
	32	0.0	-2.2	0.0	-0.9	32	0.0	-0.2	0.0	0.0
	33	0.0	-3.4	0.0	-1.7	33	0.0	-2.2	0.0	-0.3
	34	0.0	-4.3	0.0	-2.6	34	0.0	-1.8	0.0	-0.5
	35	0.0	-3.8	0.0	-2.6	35	0.0	-1.0	0.0	-0.4
	36	0.0	-3.1	0.0	-2.5	36	0.0	-1.3	0.0	-1.1
	37	0.0	-3.6	0.0	-2.6	37	0.0	-1.4	0.0	-1.1
	38	0.0	-3.0	0.0	-2.2	38	0.0	-1.6	0.0	-1.2
	39	0.0	-2.9	0.0	-2.0	39	0.0	-1.0	0.0	-0.8
	40	0.0	-2.5	0.0	-1.0	40	0.0	-0.1	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	121.6 DEG					148.1 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.1	0.0	0.0
	29	0.0	-0.1	0.0	0.0	29	0.0	-0.6	0.0	0.0
	30	0.0	-0.4	0.0	-0.1	30	0.0	-0.6	0.0	0.0
	31	0.0	-1.1	0.0	-0.3	31	0.0	-0.3	0.0	0.0
	32	0.0	-2.1	0.0	-0.9	32	0.0	-0.1	0.0	0.0
	33	0.0	-3.2	0.0	-1.8	33	0.0	-1.5	0.0	-0.3
	34	0.0	-4.1	0.0	-2.7	34	0.0	-1.3	0.0	-0.4
	35	0.0	-3.8	0.0	-2.8	35	0.0	-0.9	0.0	-0.3
	36	0.0	-2.9	0.0	-2.4	36	0.0	-1.4	0.0	-1.1
	37	0.0	-3.7	0.0	-2.8	37	0.0	-1.2	0.0	-0.9
	38	0.0	-3.1	0.0	-2.4	38	0.0	-1.3	0.0	-1.0
	39	0.0	-2.9	0.0	-2.1	39	0.0	-0.8	0.0	-0.6
	40	0.0	-2.4	0.0	-0.9	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	124.1 DEG					149.4 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.1	0.0	0.0
	29	0.0	-0.1	0.0	0.0	29	0.0	-0.4	0.0	0.0
	30	0.0	-0.5	0.0	-0.1	30	0.0	-0.4	0.0	0.0
	31	0.0	-1.5	0.0	-0.5	31	0.0	-0.2	0.0	0.0
	32	0.0	-2.3	0.0	-1.1	32	0.0	-0.1	0.0	0.0
	33	0.0	-3.2	0.0	-1.9	33	0.0	-0.7	0.0	-0.1
	34	0.0	-4.2	0.0	-2.9	34	0.0	-0.8	0.0	-0.2
	35	0.0	-3.8	0.0	-3.0	35	0.0	-0.6	0.0	-0.3
	36	0.0	-3.0	0.0	-2.5	36	0.0	-1.3	0.0	-1.1
	37	0.0	-4.3	0.0	-3.3	37	0.0	-1.1	0.0	-0.8
	38	0.0	-3.9	0.0	-3.0	38	0.0	-0.9	0.0	-0.7
	39	0.0	-2.9	0.0	-2.2	39	0.0	-0.5	0.0	-0.4
	40	0.0	-2.0	0.0	-0.7	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	126.5 DEG					150.7 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.1	0.0	0.0
	29	0.0	-0.2	0.0	0.0	29	0.0	-0.3	0.0	0.0
	30	0.0	-0.6	0.0	-0.1	30	0.0	-0.4	0.0	0.0
	31	0.0	-1.4	0.0	-0.5	31	0.0	-0.1	0.0	0.0
	32	0.0	-2.3	0.0	-1.2	32	0.0	0.0	0.0	0.0
	33	0.0	-3.1	0.0	-1.9	33	0.0	-0.3	0.0	-0.1
	34	0.0	-4.1	0.0	-2.8	34	0.0	-0.6	0.0	-0.2
	35	0.0	-3.9	0.0	-3.2	35	0.0	-0.6	0.0	-0.3
	36	0.0	-3.2	0.0	-2.8	36	0.0	-1.3	0.0	-1.2
	37	0.0	-4.1	0.0	-3.3	37	0.0	-1.0	0.0	-0.7
	38	0.0	-4.0	0.0	-3.2	38	0.0	-0.7	0.0	-0.5
	39	0.0	-2.9	0.0	-2.3	39	0.0	-0.4	0.0	-0.3
	40	0.0	-1.9	0.0	-0.6	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	128.8 DEG					151.9 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.1	0.0	0.0
	29	0.0	-0.1	0.0	0.0	29	0.0	-0.4	0.0	0.0
	30	0.0	-0.5	0.0	-0.2	30	0.0	-0.4	0.0	0.0
	31	0.0	-1.2	0.0	-0.5	31	0.0	-0.3	0.0	0.0
	32	0.0	-2.2	0.0	-1.2	32	0.0	-0.2	0.0	-0.1
	33	0.0	-2.9	0.0	-1.9	33	0.0	-1.0	0.0	-0.2
	34	0.0	-3.8	0.0	-2.8	34	0.0	-0.9	0.0	-0.3
	35	0.0	-4.2	0.0	-3.4	35	0.0	-0.9	0.0	-0.4
	36	0.0	-3.4	0.0	-2.9	36	0.0	-1.4	0.0	-1.3
	37	0.0	-3.4	0.0	-2.8	37	0.0	-1.2	0.0	-1.0
	38	0.0	-3.6	0.0	-3.0	38	0.0	-1.0	0.0	-0.9
	39	0.0	-3.1	0.0	-2.4	39	0.0	-0.7	0.0	-0.3
	40	0.0	-1.5	0.0	-0.3	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	131.1 DEG					153 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.1	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	-0.2	0.0	0.0	29	0.0	-0.6	0.0	0.0
	30	0.0	-0.4	0.0	-0.1	30	0.0	-0.4	0.0	0.0
	31	0.0	-1.2	0.0	-0.5	31	0.0	-0.6	0.0	0.0
	32	0.0	-2.0	0.0	-1.1	32	0.0	-0.4	0.0	0.0
	33	0.0	-3.1	0.0	-2.2	33	0.0	-1.6	0.0	-0.3
	34	0.0	-4.2	0.0	-3.2	34	0.0	-1.2	0.0	-0.4
	35	0.0	-4.2	0.0	-3.5	35	0.0	-1.2	0.0	-0.5
	36	0.0	-3.1	0.0	-2.8	36	0.0	-1.5	0.0	-1.4
	37	0.0	-2.6	0.0	-2.3	37	0.0	-1.5	0.0	-1.2
	38	0.0	-3.3	0.0	-2.9	38	0.0	-1.4	0.0	-1.1
	39	0.0	-3.0	0.0	-2.4	39	0.0	-0.8	0.0	-0.3
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	133.2 DEG					154.1 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.1	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	-0.4	0.0	-0.1	29	0.0	-0.7	0.0	0.0
	30	0.0	-0.5	0.0	-0.1	30	0.0	-0.5	0.0	0.0
	31	0.0	-1.2	0.0	-0.5	31	0.0	-0.7	0.0	0.0
	32	0.0	-1.9	0.0	-1.0	32	0.0	-0.6	0.0	-0.1
	33	0.0	-3.6	0.0	-2.4	33	0.0	-2.2	0.0	-0.4
	34	0.0	-5.2	0.0	-3.8	34	0.0	-1.5	0.0	-0.5
	35	0.0	-4.0	0.0	-3.5	35	0.0	-1.5	0.0	-0.7
	36	0.0	-2.4	0.0	-2.1	36	0.0	-1.6	0.0	-1.4
	37	0.0	-2.0	0.0	-1.7	37	0.0	-1.7	0.0	-1.3
	38	0.0	-3.0	0.0	-2.6	38	0.0	-1.6	0.0	-1.2
	39	0.0	-2.7	0.0	-2.2	39	0.0	-1.0	0.0	-0.3
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	135.2 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	0.0	0.0	0.0	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.0	0.0	
	24	0.0	0.0	0.0	0.0	
	25	0.0	0.0	0.0	0.0	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.0	0.0	
	28	0.0	0.1	0.0	0.0	
	29	0.0	-0.6	0.0	0.0	
	30	0.0	-0.6	0.0	-0.2	
	31	0.0	-1.2	0.0	-0.5	
	32	0.0	-1.8	0.0	-1.0	
	33	0.0	-4.0	0.0	-2.6	
	34	0.0	-5.8	0.0	-4.2	
	35	0.0	-3.9	0.0	-3.3	
	36	0.0	-1.7	0.0	-1.5	
	37	0.0	-1.4	0.0	-1.2	
	38	0.0	-2.7	0.0	-2.4	
	39	0.0	-2.5	0.0	-1.9	
	40	0.0	0.0	0.0	0.0	

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	137.1 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	0.0	0.0	0.0	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.0	0.0	
	24	0.0	0.0	0.0	0.0	
	25	0.0	0.0	0.0	0.0	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.0	0.0	
	28	0.0	0.1	0.0	0.0	
	29	0.0	-0.3	0.0	0.0	
	30	0.0	-0.4	0.0	-0.1	
	31	0.0	-1.1	0.0	-0.4	
	32	0.0	-1.7	0.0	-0.9	
	33	0.0	-3.6	0.0	-2.4	
	34	0.0	-4.7	0.0	-3.5	
	35	0.0	-2.7	0.0	-2.5	
	36	0.0	-1.8	0.0	-1.6	
	37	0.0	-1.5	0.0	-1.4	
	38	0.0	-2.9	0.0	-2.6	
	39	0.0	-2.5	0.0	-1.7	
	40	0.0	0.0	0.0	0.0	

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	139 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0
	28	0.0	0.1	0.0	0.0
	29	0.0	-0.2	0.0	0.0
	30	0.0	-0.3	0.0	-0.1
	31	0.0	-1.0	0.0	-0.4
	32	0.0	-1.7	0.0	-1.0
	33	0.0	-3.1	0.0	-2.1
	34	0.0	-3.6	0.0	-2.7
	35	0.0	-1.7	0.0	-1.5
	36	0.0	-1.7	0.0	-1.6
	37	0.0	-1.7	0.0	-1.6
	38	0.0	-3.1	0.0	-2.8
	39	0.0	-2.4	0.0	-1.5
	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	140.7 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0
	29	0.0	-0.1	0.0	0.0
	30	0.0	-0.3	0.0	-0.1
	31	0.0	-1.0	0.0	-0.4
	32	0.0	-1.9	0.0	-1.0
	33	0.0	-2.9	0.0	-2.0
	34	0.0	-2.9	0.0	-2.3
	35	0.0	-1.2	0.0	-1.0
	36	0.0	-2.0	0.0	-1.8
	37	0.0	-2.0	0.0	-1.8
	38	0.0	-3.4	0.0	-3.0
	39	0.0	-2.4	0.0	-1.2
	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	142.4 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	0.0	0.0	0.0	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.0	0.0	
	24	0.0	0.0	0.0	0.0	
	25	0.0	0.0	0.0	0.0	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.0	0.0	
	28	0.0	0.0	0.0	0.0	
	29	0.0	-0.3	0.0	-0.1	
	30	0.0	-0.7	0.0	-0.1	
	31	0.0	-1.3	0.0	-0.4	
	32	0.0	-1.9	0.0	-1.1	
	33	0.0	-3.0	0.0	-2.0	
	34	0.0	-3.0	0.0	-2.3	
	35	0.0	-1.4	0.0	-1.3	
	36	0.0	-2.5	0.0	-2.2	
	37	0.0	-2.5	0.0	-2.2	
	38	0.0	-3.5	0.0	-3.1	
	39	0.0	-2.2	0.0	-0.9	
	40	0.0	0.0	0.0	0.0	

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	143.9 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0
	29	0.0	-0.4	0.0	0.0
	30	0.0	-0.9	0.0	-0.2
	31	0.0	-1.5	0.0	-0.5
	32	0.0	-2.1	0.0	-1.0
	33	0.0	-3.0	0.0	-2.0
	34	0.0	-3.0	0.0	-2.3
	35	0.0	-1.7	0.0	-1.5
	36	0.0	-3.0	0.0	-2.7
	37	0.0	-2.9	0.0	-2.7
	38	0.0	-3.6	0.0	-3.1
	39	0.0	-2.2	0.0	-0.6
	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	145.4 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.1
	29	0.0	-0.5	0.0	0.0
	30	0.0	-1.0	0.0	-0.1
	31	0.0	-1.6	0.0	-0.5
	32	0.0	-2.2	0.0	-1.1
	33	0.0	-3.1	0.0	-2.0
	34	0.0	-2.9	0.0	-2.2
	35	0.0	-1.7	0.0	-1.6
	36	0.0	-3.2	0.0	-2.9
	37	0.0	-3.2	0.0	-2.8
	38	0.0	-3.6	0.0	-3.0
	39	0.0	-0.9	0.0	-0.2
	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	146.9 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	0.0	0.0	0.0	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.0	0.0	
	24	0.0	0.0	0.0	0.0	
	25	0.0	0.0	0.0	0.0	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.0	0.0	
	28	0.0	0.0	0.0	0.0	
	29	0.0	-0.4	0.0	-0.1	
	30	0.0	-0.7	0.0	-0.1	
	31	0.0	-1.2	0.0	-0.4	
	32	0.0	-1.9	0.0	-1.0	
	33	0.0	-2.8	0.0	-1.9	
	34	0.0	-2.6	0.0	-2.1	
	35	0.0	-1.7	0.0	-1.5	
	36	0.0	-3.1	0.0	-2.7	
	37	0.0	-2.8	0.0	-2.5	
	38	0.0	-3.1	0.0	-2.5	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	148.2 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0
	29	0.0	-0.4	0.0	0.0
	30	0.0	-0.5	0.0	-0.1
	31	0.0	-0.9	0.0	-0.3
	32	0.0	-1.6	0.0	-0.8
	33	0.0	-2.6	0.0	-1.7
	34	0.0	-2.4	0.0	-1.9
	35	0.0	-1.6	0.0	-1.5
	36	0.0	-2.9	0.0	-2.6
	37	0.0	-2.6	0.0	-2.3
	38	0.0	-2.6	0.0	-2.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	149.5 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0
	29	0.0	-0.3	0.0	0.0
	30	0.0	-0.3	0.0	0.0
	31	0.0	-0.6	0.0	-0.2
	32	0.0	-1.3	0.0	-0.7
	33	0.0	-2.3	0.0	-1.6
	34	0.0	-2.3	0.0	-1.8
	35	0.0	-1.6	0.0	-1.4
	36	0.0	-2.8	0.0	-2.4
	37	0.0	-2.4	0.0	-2.0
	38	0.0	-2.2	0.0	-1.5
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	150.7 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0
	28	0.0	0.1	0.0	0.0
	29	0.0	-0.3	0.0	0.0
	30	0.0	-0.2	0.0	0.0
	31	0.0	-0.6	0.0	-0.2
	32	0.0	-1.2	0.0	-0.7
	33	0.0	-2.4	0.0	-1.5
	34	0.0	-2.3	0.0	-1.8
	35	0.0	-1.6	0.0	-1.4
	36	0.0	-2.8	0.0	-2.4
	37	0.0	-2.3	0.0	-2.0
	38	0.0	-2.2	0.0	-1.3
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	151.9 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0
	29	0.0	-0.3	0.0	0.0
	30	0.0	-0.3	0.0	0.0
	31	0.0	-0.6	0.0	-0.3
	32	0.0	-1.3	0.0	-0.6
	33	0.0	-2.5	0.0	-1.6
	34	0.0	-2.3	0.0	-1.8
	35	0.0	-1.7	0.0	-1.6
	36	0.0	-2.9	0.0	-2.5
	37	0.0	-2.3	0.0	-1.9
	38	0.0	-2.5	0.0	-1.1
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	153 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0
	29	0.0	-0.4	0.0	0.0
	30	0.0	-0.4	0.0	0.0
	31	0.0	-0.8	0.0	-0.3
	32	0.0	-1.4	0.0	-0.7
	33	0.0	-2.7	0.0	-1.7
	34	0.0	-2.3	0.0	-1.9
	35	0.0	-1.8	0.0	-1.7
	36	0.0	-3.0	0.0	-2.6
	37	0.0	-2.4	0.0	-1.9
	38	0.0	-2.7	0.0	-1.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	154 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	0.0	0.0	0.0	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.0	0.0	
	24	0.0	0.0	0.0	0.0	
	25	0.0	0.0	0.0	0.0	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.0	0.0	
	28	0.0	0.1	0.0	0.0	
	29	0.0	-0.5	0.0	-0.1	
	30	0.0	-0.4	0.0	-0.1	
	31	0.0	-0.9	0.0	-0.3	
	32	0.0	-1.4	0.0	-0.7	
	33	0.0	-2.8	0.0	-1.8	
	34	0.0	-2.4	0.0	-1.9	
	35	0.0	-1.9	0.0	-1.7	
	36	0.0	-3.1	0.0	-2.7	
	37	0.0	-2.3	0.0	-1.8	
	38	0.0	-2.9	0.0	-0.8	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	155 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	0.0	0.0	0.0	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.0	0.0	
	24	0.0	0.0	0.0	0.0	
	25	0.0	0.0	0.0	0.0	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.0	0.0	
	28	0.0	0.0	0.0	0.0	
	29	0.0	-0.4	0.0	-0.1	
	30	0.0	-0.5	0.0	-0.1	
	31	0.0	-1.0	0.0	-0.3	
	32	0.0	-1.5	0.0	-0.8	
	33	0.0	-2.9	0.0	-1.9	
	34	0.0	-2.5	0.0	-2.0	
	35	0.0	-1.9	0.0	-1.7	
	36	0.0	-3.2	0.0	-2.7	
	37	0.0	-2.4	0.0	-1.6	
	38	0.0	-1.2	0.0	-0.3	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	156 DEG				
BAND	FANI	FAND	JET	TOTAL	
17	0.0	0.0	0.0	0.0	
18	0.0	0.0	0.0	0.0	
19	0.0	0.0	0.0	0.0	
20	0.0	0.0	0.0	0.0	
21	0.0	0.0	0.0	0.0	
22	0.0	0.0	0.0	0.0	
23	0.0	0.0	0.0	0.0	
24	0.0	0.0	0.0	0.0	
25	0.0	0.0	0.0	0.0	
26	0.0	0.0	0.0	0.0	
27	0.0	0.0	0.0	0.0	
28	0.0	0.0	0.0	0.0	
29	0.0	-0.3	0.0	0.0	
30	0.0	-0.6	0.0	-0.1	
31	0.0	-1.0	0.0	-0.3	
32	0.0	-1.5	0.0	-0.7	
33	0.0	-2.9	0.0	-1.9	
34	0.0	-2.5	0.0	-2.0	
35	0.0	-2.0	0.0	-1.8	
36	0.0	-3.2	0.0	-2.6	
37	0.0	-2.4	0.0	-1.4	
38	0.0	0.0	0.0	0.0	
39	0.0	0.0	0.0	0.0	
40	0.0	0.0	0.0	0.0	

ACOUSTIC TREATMENT NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH	CUTBACK TAKEOFF				SIDELINE
	156.9 DEG				
	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0
	29	0.0	-0.3	0.0	0.0
	30	0.0	-0.6	0.0	-0.1
	31	0.0	-1.0	0.0	-0.3
	32	0.0	-1.5	0.0	-0.8
	33	0.0	-3.0	0.0	-1.9
	34	0.0	-2.6	0.0	-2.1
	35	0.0	-2.0	0.0	-1.8
	36	0.0	-3.2	0.0	-2.4
	37	0.0	-2.4	0.0	-1.2
	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0

APPENDIX V

**TABULATED FLYOVER NOISE DIFFERENCES FOR
SCARF INLET
RELATIVE TO BASELINE**

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

27.6 DEG					48.8 DEG					50.9 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.2	0.0	0.0	0.0	17	-0.2	0.0	0.0	0.0	17	-0.5	0.0	0.0	0.0
18	0.8	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	-0.2	0.0	0.0	0.0
19	1.5	0.0	0.0	0.0	19	0.1	0.0	0.0	0.0	19	-0.3	0.0	0.0	0.0
20	-0.1	0.0	0.0	0.0	20	0.3	0.0	0.0	0.0	20	-0.3	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.7	0.0	0.0	0.0	21	-0.4	0.0	0.0	0.0
22	-0.6	0.0	0.0	0.0	22	0.4	0.0	0.0	0.0	22	-0.6	0.0	0.0	0.0
23	-0.4	0.0	0.0	0.0	23	-0.1	0.0	0.0	0.0	23	-0.1	0.0	0.0	0.0
24	-0.4	0.0	0.0	0.0	24	-0.4	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	-1.8	0.0	0.0	0.0	25	-0.8	0.0	0.0	0.0	25	0.3	0.0	0.0	0.0
26	-2.2	0.0	0.0	0.0	26	-0.5	0.0	0.0	0.0	26	1.2	0.0	0.0	0.0
27	-1.8	0.0	0.0	-0.1	27	-1.5	0.0	0.0	0.0	27	1.9	0.0	0.0	0.0
28	-2.8	0.0	0.0	-0.3	28	-2.1	0.0	0.0	-0.1	28	-1.3	0.0	0.0	-0.1
29	-4.1	0.0	0.0	-0.7	29	-1.6	0.0	0.0	0.0	29	-2.1	0.0	0.0	0.0
30	-3.8	0.0	0.0	-0.9	30	-2.9	0.0	0.0	-0.2	30	-4.5	0.0	0.0	-0.1
31	-2.1	0.0	0.0	-0.8	31	-3.8	0.0	0.0	-0.4	31	-2.6	0.0	0.0	-0.2
32	0.4	0.0	0.0	0.2	32	-5.1	0.0	0.0	-0.2	32	-4.0	0.0	0.0	-0.3
33	-4.2	0.0	0.0	-1.5	33	-4.9	0.0	0.0	-0.3	33	-4.1	0.0	0.0	-0.1
34	-2.8	0.0	0.0	-1.1	34	-5.1	0.0	0.0	-0.2	34	-4.3	0.0	0.0	-0.1
35	0.9	0.0	0.0	0.4	35	-4.7	0.0	0.0	-0.1	35	-4.4	0.0	0.0	-0.2
36	2.5	0.0	0.0	1.3	36	-1.6	0.0	0.0	0.0	36	-4.7	0.0	0.0	-0.1
37	-2.3	0.0	0.0	-1.0	37	-1.5	0.0	0.0	0.0	37	-4.0	0.0	0.0	-0.1
38	-0.6	0.0	0.0	-0.2	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
39	0.1	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	1.9	0.0	0.0	0.0
40	1.6	0.0	0.0	0.7	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

30.8 DEG					50 DEG					53.1 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.2	0.0	0.0	0.0	17	-0.3	0.0	0.0	0.0	17	-0.8	0.0	0.0	0.0
18	0.8	0.0	0.0	0.0	18	0.1	0.0	0.0	0.0	18	-0.6	0.0	0.0	0.0
19	1.9	0.0	0.0	0.0	19	0.2	0.0	0.0	0.0	19	-0.6	0.0	0.0	0.0
20	-0.5	0.0	0.0	0.0	20	0.5	0.0	0.0	0.0	20	-0.4	0.0	0.0	0.0
21	-0.1	0.0	0.0	0.0	21	0.9	0.0	0.0	0.0	21	-0.5	0.0	0.0	0.0
22	-0.3	0.0	0.0	0.0	22	0.5	0.0	0.0	0.0	22	-0.6	0.0	0.0	0.0
23	-0.4	0.0	0.0	0.0	23	-0.2	0.0	0.0	0.0	23	-0.2	0.0	0.0	0.0
24	-0.6	0.0	0.0	0.0	24	-0.1	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	-2.0	0.0	0.0	0.0	25	-0.4	0.0	0.0	0.0	25	0.4	0.0	0.0	0.0
26	-2.6	0.0	0.0	-0.1	26	-0.4	0.0	0.0	0.0	26	1.0	0.0	0.0	0.0
27	-2.1	0.0	0.0	0.0	27	-1.6	0.0	0.0	0.0	27	1.4	0.0	0.0	0.0
28	-3.1	0.0	0.0	-0.3	28	-2.4	0.0	0.0	0.0	28	-1.5	0.0	0.0	0.0
29	-4.4	0.0	0.0	-0.6	29	-1.8	0.0	0.0	0.0	29	-2.4	0.0	0.0	0.0
30	-4.1	0.0	0.0	-0.9	30	-2.9	0.0	0.0	-0.2	30	-4.9	0.0	0.0	-0.1
31	-2.6	0.0	0.0	-0.7	31	-3.9	0.0	0.0	-0.4	31	-2.8	0.0	0.0	-0.1
32	-0.4	0.0	0.0	-0.1	32	-5.4	0.0	0.0	-0.2	32	-4.4	0.0	0.0	-0.3
33	-4.5	0.0	0.0	-1.3	33	-5.2	0.0	0.0	-0.2	33	-4.4	0.0	0.0	-0.1
34	-3.2	0.0	0.0	-0.9	34	-5.4	0.0	0.0	-0.2	34	-4.7	0.0	0.0	-0.1
35	0.3	0.0	0.0	0.1	35	-5.2	0.0	0.0	-0.1	35	-4.7	0.0	0.0	-0.2
36	1.5	0.0	0.0	0.5	36	-1.7	0.0	0.0	-0.1	36	-5.8	0.0	0.0	-0.1
37	-3.3	0.0	0.0	-0.9	37	-1.9	0.0	0.0	-0.1	37	-4.6	0.0	0.0	-0.1
38	-1.6	0.0	0.0	-0.2	38	0.0	0.0	0.0	0.0	38	-0.1	0.0	0.0	0.0
39	-0.6	0.0	0.0	-0.1	39	0.0	0.0	0.0	0.0	39	1.7	0.0	0.0	0.0
40	0.9	0.0	0.0	0.2	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

34.9 DEG					51.2 DEG					55.4 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	-0.4	0.0	0.0	0.0	17	-0.3	0.0	0.0	0.0	17	-0.5	0.0	0.0	0.0
18	0.7	0.0	0.0	0.0	18	-0.1	0.0	0.0	0.0	18	-0.5	0.0	0.0	0.0
19	1.4	0.0	0.0	0.0	19	0.1	0.0	0.0	0.0	19	-0.4	0.0	0.0	0.0
20	-0.4	0.0	0.0	0.0	20	0.3	0.0	0.0	0.0	20	-0.3	0.0	0.0	0.0
21	-0.2	0.0	0.0	0.0	21	0.7	0.0	0.0	0.0	21	-0.3	0.0	0.0	0.0
22	-1.6	0.0	0.0	0.0	22	0.4	0.0	0.0	0.0	22	-0.3	0.0	0.0	0.0
23	-0.4	0.0	0.0	0.0	23	-0.1	0.0	0.0	0.0	23	-0.2	0.0	0.0	0.0
24	0.1	0.0	0.0	0.0	24	-0.1	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	0.1	0.0	0.0	0.0	25	-0.4	0.0	0.0	0.0	25	0.5	0.0	0.0	0.0
26	-1.2	0.0	0.0	0.0	26	-0.5	0.0	0.0	0.0	26	0.7	0.0	0.0	0.0
27	-2.4	0.0	0.0	-0.1	27	-1.5	0.0	0.0	0.0	27	0.9	0.0	0.0	0.0
28	-3.4	0.0	0.0	-0.2	28	-2.3	0.0	0.0	-0.1	28	-1.5	0.0	0.0	0.0
29	-5.1	0.0	0.0	-0.5	29	-1.7	0.0	0.0	-0.1	29	-2.2	0.0	0.0	-0.1
30	-5.1	0.0	0.0	-0.7	30	-2.9	0.0	0.0	-0.2	30	-4.0	0.0	0.0	-0.1
31	-4.1	0.0	0.0	-0.8	31	-4.1	0.0	0.0	-0.3	31	-2.9	0.0	0.0	-0.1
32	-2.7	0.0	0.0	-0.5	32	-5.6	0.0	0.0	-0.2	32	-4.3	0.0	0.0	-0.2
33	-5.3	0.0	0.0	-0.9	33	-5.3	0.0	0.0	-0.2	33	-4.8	0.0	0.0	-0.1
34	-4.4	0.0	0.0	-0.7	34	-5.7	0.0	0.0	-0.2	34	-4.7	0.0	0.0	-0.1
35	-2.1	0.0	0.0	-0.4	35	-5.1	0.0	0.0	0.0	35	-5.2	0.0	0.0	-0.1
36	-1.5	0.0	0.0	-0.3	36	-1.8	0.0	0.0	0.0	36	-9.0	0.0	0.0	-0.1
37	-4.9	0.0	0.0	-0.5	37	-1.8	0.0	0.0	-0.1	37	-5.6	0.0	0.0	0.0
38	-3.2	0.0	0.0	-0.2	38	0.0	0.0	0.0	0.0	38	-0.7	0.0	0.0	0.0
39	-1.7	0.0	0.0	-0.1	39	0.0	0.0	0.0	0.0	39	1.1	0.0	0.0	0.0
40	-1.3	0.0	0.0	-0.1	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

40.3 DEG					52.5 DEG					57.8 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.2	0.0	0.0	0.0	17	-0.2	0.0	0.0	0.0	17	-0.2	0.0	0.0	0.0
18	0.4	0.0	0.0	0.0	18	-0.2	0.0	0.0	0.0	18	-0.4	0.0	0.0	0.0
19	1.2	0.0	0.0	0.0	19	-0.1	0.0	0.0	0.0	19	-0.1	0.0	0.0	0.0
20	-0.1	0.0	0.0	0.0	20	0.1	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.5	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	-0.2	0.0	0.0	0.0	22	0.4	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	-0.5	0.0	0.0	0.0	23	-0.2	0.0	0.0	0.0	23	0.1	0.0	0.0	0.0
24	-0.9	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.1	0.0	0.0	0.0
25	-0.1	0.0	0.0	0.0	25	-0.3	0.0	0.0	0.0	25	0.5	0.0	0.0	0.0
26	-1.6	0.0	0.0	0.0	26	-0.5	0.0	0.0	0.0	26	0.5	0.0	0.0	0.0
27	-2.7	0.0	0.0	0.0	27	-1.4	0.0	0.0	0.0	27	0.6	0.0	0.0	0.0
28	-3.7	0.0	0.0	-0.1	28	-2.0	0.0	0.0	0.0	28	-1.4	0.0	0.0	-0.1
29	-5.0	0.0	0.0	-0.3	29	-1.7	0.0	0.0	-0.1	29	-1.8	0.0	0.0	-0.1
30	-4.9	0.0	0.0	-0.4	30	-2.9	0.0	0.0	-0.2	30	-2.6	0.0	0.0	0.0
31	-4.4	0.0	0.0	-0.4	31	-4.2	0.0	0.0	-0.3	31	-2.6	0.0	0.0	-0.1
32	-3.8	0.0	0.0	-0.4	32	-5.8	0.0	0.0	-0.2	32	-4.1	0.0	0.0	-0.1
33	-5.0	0.0	0.0	-0.4	33	-5.4	0.0	0.0	-0.1	33	-5.2	0.0	0.0	-0.1
34	-4.4	0.0	0.0	-0.3	34	-5.9	0.0	0.0	-0.2	34	-4.8	0.0	0.0	-0.1
35	-3.5	0.0	0.0	-0.2	35	-5.1	0.0	0.0	-0.1	35	-5.7	0.0	0.0	-0.1
36	-3.5	0.0	0.0	-0.2	36	-1.7	0.0	0.0	0.0	36	-13.3	0.0	0.0	0.0
37	-4.7	0.0	0.0	-0.2	37	-1.7	0.0	0.0	0.0	37	-6.8	0.0	0.0	-0.1
38	-3.4	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	-1.5	0.0	0.0	-0.1
39	-1.4	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.2	0.0	0.0	0.0
40	0.2	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

47.6 DEG					53.9 DEG					60.5 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	-0.1	0.0	0.0	0.0	17	-0.2	0.0	0.0	0.0	17	-0.1	0.0	0.0	0.0
18	0.1	0.0	0.0	0.0	18	-0.4	0.0	0.0	0.0	18	-0.4	0.0	0.0	0.0
19	0.4	0.0	0.0	0.0	19	-0.3	0.0	0.0	0.0	19	-0.2	0.0	0.0	0.0
20	0.1	0.0	0.0	0.0	20	0.1	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	-0.3	0.0	0.0	0.0	21	0.3	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	-0.5	0.0	0.0	0.0	22	0.3	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
23	-0.5	0.0	0.0	0.0	23	-0.1	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
24	-1.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
25	-0.6	0.0	0.0	0.0	25	-0.3	0.0	0.0	0.0	25	0.3	0.0	0.0	0.0
26	-2.3	0.0	0.0	0.0	26	-0.7	0.0	0.0	0.0	26	0.2	0.0	0.0	0.0
27	-3.0	0.0	0.0	0.0	27	-1.3	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
28	-4.0	0.0	0.0	0.0	28	-1.8	0.0	0.0	0.0	28	-1.4	0.0	0.0	0.0
29	-5.4	0.0	0.0	-0.1	29	-1.5	0.0	0.0	-0.1	29	-2.1	0.0	0.0	-0.1
30	-5.4	0.0	0.0	-0.2	30	-2.9	0.0	0.0	-0.1	30	-2.4	0.0	0.0	-0.1
31	-5.4	0.0	0.0	-0.2	31	-4.3	0.0	0.0	-0.3	31	-2.3	0.0	0.0	0.0
32	-5.3	0.0	0.0	-0.1	32	-6.0	0.0	0.0	-0.2	32	-3.7	0.0	0.0	-0.1
33	-5.3	0.0	0.0	-0.2	33	-5.5	0.0	0.0	-0.2	33	-5.1	0.0	0.0	-0.1
34	-5.4	0.0	0.0	-0.1	34	-6.1	0.0	0.0	-0.2	34	-4.7	0.0	0.0	-0.1
35	-5.4	0.0	0.0	-0.1	35	-4.9	0.0	0.0	-0.1	35	-6.1	0.0	0.0	-0.1
36	-6.1	0.0	0.0	-0.1	36	-1.8	0.0	0.0	0.0	36	-13.9	0.0	0.0	-0.1
37	-5.6	0.0	0.0	-0.1	37	-1.6	0.0	0.0	0.0	37	-6.5	0.0	0.0	0.0
38	-4.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	-1.8	0.0	0.0	-0.1
39	-1.9	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	-0.5	0.0	0.0	0.0
40	-0.6	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

57.6 DEG					55.3 DEG					63.4 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	-0.3	0.0	0.0	0.0	17	-0.2	0.0	0.0	0.0	17	-0.3	0.0	0.0	0.0
18	-0.2	0.0	0.0	0.0	18	-0.5	0.0	0.0	0.0	18	-0.5	0.0	0.0	0.0
19	0.4	0.0	0.0	0.0	19	-0.4	0.0	0.0	0.0	19	-0.4	0.0	0.0	0.0
20	0.2	0.0	0.0	0.0	20	-0.1	0.0	0.0	0.0	20	-0.1	0.0	0.0	0.0
21	-0.8	0.0	0.0	0.0	21	0.2	0.0	0.0	0.0	21	-0.3	0.0	0.0	0.0
22	-1.1	0.0	0.0	0.0	22	0.2	0.0	0.0	0.0	22	-0.1	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0	23	-0.2	0.0	0.0	0.0
24	0.7	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0	24	-0.2	0.0	0.0	0.0
25	0.7	0.0	0.0	0.0	25	-0.3	0.0	0.0	0.0	25	-0.1	0.0	0.0	0.0
26	-1.8	0.0	0.0	0.0	26	-0.7	0.0	0.0	0.0	26	-0.1	0.0	0.0	0.0
27	-3.7	0.0	0.0	0.0	27	-1.3	0.0	0.0	0.0	27	-0.5	0.0	0.0	0.0
28	-4.5	0.0	0.0	0.0	28	-1.6	0.0	0.0	0.0	28	-1.5	0.0	0.0	0.0
29	-5.6	0.0	0.0	0.0	29	-1.5	0.0	0.0	0.0	29	-2.7	0.0	0.0	0.0
30	-6.3	0.0	0.0	0.0	30	-2.9	0.0	0.0	-0.1	30	-3.2	0.0	0.0	0.0
31	-6.6	0.0	0.0	-0.1	31	-4.4	0.0	0.0	-0.3	31	-1.7	0.0	0.0	0.0
32	-6.3	0.0	0.0	-0.1	32	-6.2	0.0	0.0	-0.1	32	-2.9	0.0	0.0	-0.1
33	-6.1	0.0	0.0	0.0	33	-5.6	0.0	0.0	-0.1	33	-4.6	0.0	0.0	0.0
34	-6.7	0.0	0.0	-0.1	34	-6.3	0.0	0.0	-0.1	34	-4.4	0.0	0.0	-0.1
35	-6.7	0.0	0.0	-0.1	35	-4.9	0.0	0.0	0.0	35	-6.3	0.0	0.0	-0.1
36	-7.6	0.0	0.0	0.0	36	-1.8	0.0	0.0	0.0	36	-11.9	0.0	0.0	-0.1
37	-8.3	0.0	0.0	0.0	37	-1.6	0.0	0.0	0.0	37	-5.4	0.0	0.0	0.0
38	-6.6	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	-1.8	0.0	0.0	0.0
39	-5.0	0.0	0.0	-0.1	39	0.0	0.0	0.0	0.0	39	-1.0	0.0	0.0	0.0
40	-4.1	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

70.9 DEG					56.8 DEG					66.4 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	-0.3	0.0	0.0	0.0	17	-1.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	-0.3	0.0	0.0	0.0	18	-0.9	0.0	0.0	0.0
19	-0.9	0.0	0.0	0.0	19	-0.3	0.0	0.0	0.0	19	-0.9	0.0	0.0	0.0
20	-1.7	0.0	0.0	0.0	20	0.1	0.0	0.0	0.0	20	-0.5	0.0	0.0	0.0
21	-1.1	0.0	0.0	0.0	21	0.2	0.0	0.0	0.0	21	-0.9	0.0	0.0	0.0
22	-1.7	0.0	0.0	0.0	22	0.2	0.0	0.0	0.0	22	-0.7	0.0	0.0	0.0
23	-2.7	0.0	0.0	0.0	23	-0.1	0.0	0.0	0.0	23	-0.9	0.0	0.0	0.0
24	1.8	0.0	0.0	0.0	24	-0.1	0.0	0.0	0.0	24	-1.5	0.0	0.0	0.0
25	1.0	0.0	0.0	0.0	25	-0.3	0.0	0.0	0.0	25	-0.9	0.0	0.0	0.0
26	-2.5	0.0	0.0	0.0	26	-0.6	0.0	0.0	0.0	26	-0.8	0.0	0.0	0.0
27	-3.8	0.0	0.0	0.0	27	-1.1	0.0	0.0	0.0	27	-1.2	0.0	0.0	0.0
28	-5.7	0.0	0.0	0.0	28	-1.7	0.0	0.0	0.0	28	-2.0	0.0	0.0	0.0
29	-6.0	0.0	0.0	0.0	29	-1.7	0.0	0.0	0.0	29	-4.3	0.0	0.0	0.0
30	-7.2	0.0	0.0	0.0	30	-2.9	0.0	0.0	-0.1	30	-3.8	0.0	0.0	-0.1
31	-7.2	0.0	0.0	0.0	31	-4.3	0.0	0.0	-0.2	31	-2.7	0.0	0.0	0.0
32	-6.8	0.0	0.0	0.0	32	-6.1	0.0	0.0	-0.1	32	-3.6	0.0	0.0	-0.1
33	-7.1	0.0	0.0	0.0	33	-5.5	0.0	0.0	-0.1	33	-5.0	0.0	0.0	-0.1
34	-8.3	0.0	0.0	0.0	34	-6.2	0.0	0.0	-0.1	34	-4.7	0.0	0.0	0.0
35	-9.1	0.0	0.0	0.0	35	-4.9	0.0	0.0	-0.1	35	-10.0	0.0	0.0	-0.1
36	-10.1	0.0	0.0	0.0	36	-1.9	0.0	0.0	0.0	36	-12.8	0.0	0.0	-0.1
37	-10.6	0.0	0.0	0.0	37	-1.7	0.0	0.0	0.0	37	-5.6	0.0	0.0	-0.1
38	-8.6	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	-2.5	0.0	0.0	0.0
39	-7.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	-1.5	0.0	0.0	0.0
40	-6.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

87.4 DEG					58.4 DEG					69.7 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	-0.3	0.0	0.0	0.0	17	-1.6	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	-0.1	0.0	0.0	0.0	18	-1.4	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	-0.1	0.0	0.0	0.0	19	-1.5	0.0	0.0	0.0
20	0.1	0.0	0.0	0.0	20	0.3	0.0	0.0	0.0	20	-1.0	0.0	0.0	0.0
21	1.0	0.0	0.0	0.0	21	0.3	0.0	0.0	0.0	21	-1.4	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.1	0.0	0.0	0.0	22	-1.5	0.0	0.0	0.0
23	-0.6	0.0	0.0	0.0	23	-0.1	0.0	0.0	0.0	23	-1.7	0.0	0.0	0.0
24	0.8	0.0	0.0	0.0	24	-0.2	0.0	0.0	0.0	24	-3.1	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	-0.4	0.0	0.0	0.0	25	-1.9	0.0	0.0	0.0
26	-0.4	0.0	0.0	0.0	26	-0.6	0.0	0.0	0.0	26	-1.6	0.0	0.0	0.0
27	-1.1	0.0	0.0	0.0	27	-1.0	0.0	0.0	0.0	27	-1.8	0.0	0.0	0.0
28	-3.9	0.0	0.0	0.0	28	-1.7	0.0	0.0	0.0	28	-2.5	0.0	0.0	0.0
29	-4.3	0.0	0.0	0.0	29	-1.9	0.0	0.0	0.0	29	-5.8	0.0	0.0	0.0
30	-5.1	0.0	0.0	0.0	30	-2.7	0.0	0.0	-0.1	30	-4.2	0.0	0.0	0.0
31	-4.6	0.0	0.0	0.0	31	-4.2	0.0	0.0	-0.2	31	-4.1	0.0	0.0	-0.1
32	-5.0	0.0	0.0	0.0	32	-6.0	0.0	0.0	-0.1	32	-4.9	0.0	0.0	-0.1
33	-5.3	0.0	0.0	0.0	33	-5.5	0.0	0.0	-0.1	33	-5.9	0.0	0.0	0.0
34	-5.1	0.0	0.0	0.0	34	-6.1	0.0	0.0	-0.1	34	-5.2	0.0	0.0	-0.1
35	-5.9	0.0	0.0	0.0	35	-4.7	0.0	0.0	-0.1	35	-14.9	0.0	0.0	-0.1
36	-6.6	0.0	0.0	0.0	36	-1.9	0.0	0.0	0.0	36	-14.8	0.0	0.0	0.0
37	-7.0	0.0	0.0	0.0	37	-1.9	0.0	0.0	0.0	37	-6.2	0.0	0.0	-0.1
38	-5.4	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	-3.5	0.0	0.0	0.0
39	-3.9	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	-2.1	0.0	0.0	0.0
40	-2.9	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

105 DEG					60.1 DEG					73.1 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	-0.3	0.0	0.0	0.0	17	-0.8	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0	18	-0.8	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0	19	-0.4	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.4	0.0	0.0	0.0	20	-0.4	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.2	0.0	0.0	0.0	21	-0.4	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	0.1	0.0	0.0	0.0	22	-0.8	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	-0.1	0.0	0.0	0.0	23	-0.9	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	-0.3	0.0	0.0	0.0	24	-3.3	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	-0.4	0.0	0.0	0.0	25	-0.9	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	-0.5	0.0	0.0	0.0	26	-0.1	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	-0.9	0.0	0.0	0.0	27	-1.3	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	-1.7	0.0	0.0	0.0	28	-1.1	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	-2.0	0.0	0.0	-0.1	29	-3.1	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	-2.8	0.0	0.0	-0.1	30	-2.9	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	-4.0	0.0	0.0	-0.2	31	-3.7	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	-5.8	0.0	0.0	-0.1	32	-4.7	0.0	0.0	-0.1
33	0.0	0.0	0.0	0.0	33	-5.5	0.0	0.0	-0.1	33	-5.8	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	-6.0	0.0	0.0	-0.1	34	-4.7	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	-4.7	0.0	0.0	0.0	35	-14.1	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	-2.1	0.0	0.0	0.0	36	-13.5	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	-1.9	0.0	0.0	-0.1	37	-5.0	0.0	0.0	-0.1
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	-2.4	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	-1.3	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

120.8 DEG					61.9 DEG					76.8 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	-0.2	0.0	0.0	0.0	17	-0.2	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	-0.2	0.0	0.0	0.0	18	-0.3	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	-0.1	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.2	0.0	0.0	0.0	20	-0.1	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.1	0.0	0.0	0.0	21	0.1	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	-0.1	0.0	0.0	0.0	22	-0.4	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	-0.1	0.0	0.0	0.0	23	-0.6	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	-0.1	0.0	0.0	0.0	24	-3.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	-0.4	0.0	0.0	0.0	25	-0.2	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	-0.8	0.0	0.0	0.0	26	0.8	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	-1.2	0.0	0.0	0.0	27	-0.8	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	-1.7	0.0	0.0	0.0	28	-0.8	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	-1.9	0.0	0.0	0.0	29	-4.9	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	-2.8	0.0	0.0	-0.1	30	-3.0	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	-4.1	0.0	0.0	-0.1	31	-3.7	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	-5.7	0.0	0.0	-0.1	32	-4.8	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	-5.9	0.0	0.0	-0.1	33	-5.9	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	-6.2	0.0	0.0	-0.1	34	-4.7	0.0	0.0	-0.1
35	0.0	0.0	0.0	0.0	35	-4.3	0.0	0.0	0.0	35	-13.5	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	-2.2	0.0	0.0	0.0	36	-11.3	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	-1.9	0.0	0.0	0.0	37	-3.2	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	-0.6	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	-0.1	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

133.3 DEG					63.7 DEG					80.6 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	-0.1	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	-0.2	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	-0.2	0.0	0.0	0.0	19	-0.1	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	0.1	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0	21	0.2	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	-0.2	0.0	0.0	0.0	22	-0.3	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	-0.1	0.0	0.0	0.0	23	-0.6	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	0.1	0.0	0.0	0.0	24	-2.4	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	-0.3	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	-1.1	0.0	0.0	0.0	26	1.1	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	-1.7	0.0	0.0	0.0	27	-0.5	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	-1.7	0.0	0.0	0.0	28	-0.9	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	-1.9	0.0	0.0	0.0	29	-8.3	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	-2.8	0.0	0.0	-0.1	30	-3.7	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	-4.0	0.0	0.0	-0.1	31	-4.1	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	-5.6	0.0	0.0	-0.1	32	-5.3	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	-6.3	0.0	0.0	-0.1	33	-6.1	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	-6.3	0.0	0.0	-0.1	34	-5.4	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	-3.8	0.0	0.0	-0.1	35	-13.3	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	-2.3	0.0	0.0	-0.1	36	-8.9	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	-1.9	0.0	0.0	-0.1	37	-1.3	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	0.7	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	1.2	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

142.4 DEG					65.7 DEG					84.6 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	-0.3	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	-0.5	0.0	0.0	0.0	18	-0.4	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	-0.4	0.0	0.0	0.0	19	-0.1	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	-0.2	0.0	0.0	0.0	20	-0.3	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	-0.4	0.0	0.0	0.0	21	-0.1	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	-0.5	0.0	0.0	0.0	22	-0.6	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	-0.4	0.0	0.0	0.0	23	-0.9	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	-0.1	0.0	0.0	0.0	24	-2.5	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	-0.4	0.0	0.0	0.0	25	-0.1	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	-1.4	0.0	0.0	0.0	26	-0.2	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	-2.0	0.0	0.0	0.0	27	-0.4	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	-1.9	0.0	0.0	0.0	28	-0.2	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	-2.0	0.0	0.0	0.0	29	-3.5	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	-3.1	0.0	0.0	-0.1	30	-2.7	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	-4.2	0.0	0.0	-0.1	31	-4.9	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	-5.5	0.0	0.0	-0.1	32	-6.0	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	-6.4	0.0	0.0	-0.1	33	-6.1	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	-6.3	0.0	0.0	-0.1	34	-7.3	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	-3.7	0.0	0.0	0.0	35	-14.2	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	-2.7	0.0	0.0	0.0	36	-9.3	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	-2.1	0.0	0.0	0.0	37	-1.3	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	-1.8	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	-0.3	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

149.2 DEG					67.7 DEG					88.6 DEG				
BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
17	0.0	0.0	0.0	0.0	17	-1.0	0.0	0.0	0.0	17	-0.1	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	18	-1.1	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	19	-0.9	0.0	0.0	0.0	19	-0.1	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	20	-0.8	0.0	0.0	0.0	20	-0.1	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	21	-0.9	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	22	-1.1	0.0	0.0	0.0	22	-0.4	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	23	-1.1	0.0	0.0	0.0	23	-0.4	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	24	-1.3	0.0	0.0	0.0	24	-1.2	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	25	-1.1	0.0	0.0	0.0	25	-0.3	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	26	-1.9	0.0	0.0	0.0	26	-0.6	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	27	-2.3	0.0	0.0	0.0	27	-0.2	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	28	-2.2	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	29	-2.6	0.0	0.0	0.0	29	-2.1	0.0	0.0	0.0
30	0.0	0.0	0.0	0.0	30	-3.7	0.0	0.0	0.0	30	-2.9	0.0	0.0	0.0
31	0.0	0.0	0.0	0.0	31	-4.6	0.0	0.0	0.0	31	-6.2	0.0	0.0	0.0
32	0.0	0.0	0.0	0.0	32	-5.5	0.0	0.0	-0.1	32	-7.6	0.0	0.0	0.0
33	0.0	0.0	0.0	0.0	33	-5.9	0.0	0.0	-0.1	33	-7.0	0.0	0.0	0.0
34	0.0	0.0	0.0	0.0	34	-6.0	0.0	0.0	0.0	34	-7.9	0.0	0.0	0.0
35	0.0	0.0	0.0	0.0	35	-4.3	0.0	0.0	-0.1	35	-16.3	0.0	0.0	0.0
36	0.0	0.0	0.0	0.0	36	-3.6	0.0	0.0	0.0	36	-8.6	0.0	0.0	0.0
37	0.0	0.0	0.0	0.0	37	-2.5	0.0	0.0	0.0	37	-0.5	0.0	0.0	0.0
38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0	38	-0.9	0.0	0.0	0.0
39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0	39	0.3	0.0	0.0	0.0
40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	69.9 DEG					92.8 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	-1.7	0.0	0.0	0.0	17	-0.1	0.0	0.0	0.0
	18	-1.8	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	-1.4	0.0	0.0	0.0	19	-0.1	0.0	0.0	0.0
	20	-1.4	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	-1.5	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	-1.7	0.0	0.0	0.0	22	-0.2	0.0	0.0	0.0
	23	-1.8	0.0	0.0	0.0	23	-0.1	0.0	0.0	0.0
	24	-2.6	0.0	0.0	0.0	24	-0.3	0.0	0.0	0.0
	25	-1.8	0.0	0.0	0.0	25	-0.1	0.0	0.0	0.0
	26	-2.3	0.0	0.0	0.0	26	-0.3	0.0	0.0	0.0
	27	-2.7	0.0	0.0	0.0	27	-0.1	0.0	0.0	0.0
	28	-2.8	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	-3.2	0.0	0.0	-0.1	29	-0.8	0.0	0.0	0.0
	30	-4.4	0.0	0.0	-0.1	30	-1.4	0.0	0.0	0.0
	31	-5.2	0.0	0.0	-0.1	31	-2.9	0.0	0.0	0.0
	32	-5.4	0.0	0.0	0.0	32	-3.6	0.0	0.0	0.0
	33	-5.3	0.0	0.0	0.0	33	-3.3	0.0	0.0	0.0
	34	-5.7	0.0	0.0	-0.1	34	-3.6	0.0	0.0	0.0
	35	-5.0	0.0	0.0	-0.1	35	-7.5	0.0	0.0	0.0
	36	-4.4	0.0	0.0	-0.1	36	-3.7	0.0	0.0	0.0
	37	-3.1	0.0	0.0	0.0	37	-0.1	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	-0.3	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.3	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	72.1 DEG					96.9 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	-1.1	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	-1.1	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	-0.6	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	-0.8	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	-0.9	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	-1.1	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	-1.1	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	-1.9	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	-1.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	-1.4	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	-2.1	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	-2.3	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	-2.5	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	-3.7	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
	31	-4.7	0.0	0.0	-0.1	31	0.0	0.0	0.0	0.0
	32	-4.9	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
	33	-5.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	-4.8	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	-5.3	0.0	0.0	-0.1	35	0.0	0.0	0.0	0.0
	36	-3.9	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	-2.1	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	74.5 DEG					101.1 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	-0.5	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	-0.4	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.2	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	-0.2	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	-0.3	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	-0.5	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	-0.3	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	-1.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	-0.2	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	-0.3	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	-1.4	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	-1.7	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	-1.8	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	-3.0	0.0	0.0	-0.1	30	0.0	0.0	0.0	0.0
	31	-4.1	0.0	0.0	-0.1	31	0.0	0.0	0.0	0.0
	32	-4.5	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
	33	-4.7	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	-4.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	-5.5	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	-3.2	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	-1.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	76.9 DEG					105.2 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.1	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	-0.1	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	-0.4	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	-0.4	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	-0.1	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	-0.3	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	-1.3	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	-1.4	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	-1.7	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	-2.9	0.0	0.0	-0.1	30	0.0	0.0	0.0	0.0
	31	-4.2	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
	32	-5.0	0.0	0.0	-0.1	32	0.0	0.0	0.0	0.0
	33	-6.1	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	-3.9	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	-5.5	0.0	0.0	-0.1	35	0.0	0.0	0.0	0.0
	36	-3.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	-0.7	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	79.4 DEG					109.2 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.2	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	-0.5	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	-0.2	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	-0.5	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	-1.5	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	-1.1	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	-1.8	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	-3.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
	31	-4.6	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
	32	-5.9	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
	33	-7.9	0.0	0.0	-0.1	33	0.0	0.0	0.0	0.0
	34	-4.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	-5.4	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	-3.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	-0.7	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	82.1 DEG					113 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	-0.1	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	-0.5	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.3	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.6	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	-0.2	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	-0.4	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	-1.4	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	-0.9	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	-1.9	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	-3.3	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
	31	-4.7	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
	32	-5.8	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
	33	-7.4	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	-3.9	0.0	0.0	-0.1	34	0.0	0.0	0.0	0.0
	35	-6.3	0.0	0.0	-0.1	35	0.0	0.0	0.0	0.0
	36	-2.9	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	-0.8	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	84.8 DEG					116.7 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	-0.1	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	-0.3	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	-0.7	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.7	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	1.4	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	-0.2	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	-0.2	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	-1.2	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	-0.5	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	-2.1	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	-3.6	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
	31	-4.8	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
	32	-5.5	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
	33	-6.2	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	-3.7	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	-7.4	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	-2.9	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	-0.9	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	87.5 DEG					120.3 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.1	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	-0.1	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	-0.5	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.6	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	1.2	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	-0.4	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	-0.3	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	-0.9	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	-0.6	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	-1.8	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	-3.4	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
	31	-4.7	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
	32	-5.8	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
	33	-6.5	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	-3.8	0.0	0.0	-0.1	34	0.0	0.0	0.0	0.0
	35	-6.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	-2.5	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	-1.1	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	90.4 DEG					123.6 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.3	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.1	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	-0.1	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.4	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.9	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	-0.6	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	-0.5	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	-0.6	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	-0.7	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	-1.3	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	-2.9	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
	31	-4.3	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
	32	-5.6	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
	33	-6.4	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	-3.6	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	-4.1	0.0	0.0	-0.1	35	0.0	0.0	0.0	0.0
	36	-2.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	-1.1	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	93.2 DEG					126.7 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.1	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	-0.1	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.1	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.3	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	-0.2	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	-0.3	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	-0.2	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	-0.2	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	-0.5	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	-1.1	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
	31	-1.6	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
	32	-2.1	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
	33	-2.5	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	-1.3	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	-1.5	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	-0.7	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	-0.4	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	96.2 DEG					129.6 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	99.1 DEG					132.3 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	102 DEG					134.8 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	105 DEG					137.2 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	107.9 DEG					139.4 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	110.8 DEG					141.4 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES**DELTA = NEW TECHNOLOGY - REFERENCE****APPROACH****CUTBACK TAKEOFF****SIDELINE**

	113.6 DEG					143.2 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	116.3 DEG					145 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES**DELTA = NEW TECHNOLOGY - REFERENCE****APPROACH****CUTBACK TAKEOFF****SIDELINE**

	119 DEG					146.6 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	121.6 DEG					148.1 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	124.1 DEG					149.4 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	126.5 DEG					150.7 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	128.8 DEG					151.9 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	131.1 DEG					153 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES

DELTA = NEW TECHNOLOGY - REFERENCE

APPROACH

CUTBACK TAKEOFF

SIDELINE

	133.2 DEG					154.1 DEG				
	BAND	FANI	FAND	JET	TOTAL	BAND	FANI	FAND	JET	TOTAL
	17	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0
	18	0.0	0.0	0.0	0.0	18	0.0	0.0	0.0	0.0
	19	0.0	0.0	0.0	0.0	19	0.0	0.0	0.0	0.0
	20	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
	21	0.0	0.0	0.0	0.0	21	0.0	0.0	0.0	0.0
	22	0.0	0.0	0.0	0.0	22	0.0	0.0	0.0	0.0
	23	0.0	0.0	0.0	0.0	23	0.0	0.0	0.0	0.0
	24	0.0	0.0	0.0	0.0	24	0.0	0.0	0.0	0.0
	25	0.0	0.0	0.0	0.0	25	0.0	0.0	0.0	0.0
	26	0.0	0.0	0.0	0.0	26	0.0	0.0	0.0	0.0
	27	0.0	0.0	0.0	0.0	27	0.0	0.0	0.0	0.0
	28	0.0	0.0	0.0	0.0	28	0.0	0.0	0.0	0.0
	29	0.0	0.0	0.0	0.0	29	0.0	0.0	0.0	0.0
	30	0.0	0.0	0.0	0.0	30	0.0	0.0	0.0	0.0
	31	0.0	0.0	0.0	0.0	31	0.0	0.0	0.0	0.0
	32	0.0	0.0	0.0	0.0	32	0.0	0.0	0.0	0.0
	33	0.0	0.0	0.0	0.0	33	0.0	0.0	0.0	0.0
	34	0.0	0.0	0.0	0.0	34	0.0	0.0	0.0	0.0
	35	0.0	0.0	0.0	0.0	35	0.0	0.0	0.0	0.0
	36	0.0	0.0	0.0	0.0	36	0.0	0.0	0.0	0.0
	37	0.0	0.0	0.0	0.0	37	0.0	0.0	0.0	0.0
	38	0.0	0.0	0.0	0.0	38	0.0	0.0	0.0	0.0
	39	0.0	0.0	0.0	0.0	39	0.0	0.0	0.0	0.0
	40	0.0	0.0	0.0	0.0	40	0.0	0.0	0.0	0.0

SCARF INLET NOISE DIFFERENCES**DELTA = NEW TECHNOLOGY - REFERENCE****APPROACH****CUTBACK TAKEOFF****SIDELINE**

	135.2 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	0.0	0.0	0.0	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.0	0.0	
	24	0.0	0.0	0.0	0.0	
	25	0.0	0.0	0.0	0.0	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.0	0.0	
	28	0.0	0.0	0.0	0.0	
	29	0.0	0.0	0.0	0.0	
	30	0.0	0.0	0.0	0.0	
	31	0.0	0.0	0.0	0.0	
	32	0.0	0.0	0.0	0.0	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

SCARF INLET NOISE DIFFERENCES**DELTA = NEW TECHNOLOGY - REFERENCE****APPROACH****CUTBACK TAKEOFF****SIDELINE**

	137.1 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	0.0	0.0	0.0	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.0	0.0	
	24	0.0	0.0	0.0	0.0	
	25	0.0	0.0	0.0	0.0	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.0	0.0	
	28	0.0	0.0	0.0	0.0	
	29	0.0	0.0	0.0	0.0	
	30	0.0	0.0	0.0	0.0	
	31	0.0	0.0	0.0	0.0	
	32	0.0	0.0	0.0	0.0	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

SCARF INLET NOISE DIFFERENCES**DELTA = NEW TECHNOLOGY - REFERENCE****APPROACH****CUTBACK TAKEOFF****SIDELINE**

	139 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	0.0	0.0	0.0	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.0	0.0	
	24	0.0	0.0	0.0	0.0	
	25	0.0	0.0	0.0	0.0	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.0	0.0	
	28	0.0	0.0	0.0	0.0	
	29	0.0	0.0	0.0	0.0	
	30	0.0	0.0	0.0	0.0	
	31	0.0	0.0	0.0	0.0	
	32	0.0	0.0	0.0	0.0	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

SCARF INLET NOISE DIFFERENCES**DELTA = NEW TECHNOLOGY - REFERENCE****APPROACH****CUTBACK TAKEOFF****SIDELINE**

	140.7 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	0.0	0.0	0.0	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.0	0.0	
	24	0.0	0.0	0.0	0.0	
	25	0.0	0.0	0.0	0.0	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.0	0.0	
	28	0.0	0.0	0.0	0.0	
	29	0.0	0.0	0.0	0.0	
	30	0.0	0.0	0.0	0.0	
	31	0.0	0.0	0.0	0.0	
	32	0.0	0.0	0.0	0.0	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

SCARF INLET NOISE DIFFERENCES**DELTA = NEW TECHNOLOGY - REFERENCE****APPROACH****CUTBACK TAKEOFF****SIDELINE**

	142.4 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	0.0	0.0	0.0	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.0	0.0	
	24	0.0	0.0	0.0	0.0	
	25	0.0	0.0	0.0	0.0	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.0	0.0	
	28	0.0	0.0	0.0	0.0	
	29	0.0	0.0	0.0	0.0	
	30	0.0	0.0	0.0	0.0	
	31	0.0	0.0	0.0	0.0	
	32	0.0	0.0	0.0	0.0	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

SCARF INLET NOISE DIFFERENCES**DELTA = NEW TECHNOLOGY - REFERENCE****APPROACH****CUTBACK TAKEOFF****SIDELINE**

	143.9 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	0.0	0.0	0.0	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.0	0.0	
	24	0.0	0.0	0.0	0.0	
	25	0.0	0.0	0.0	0.0	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.0	0.0	
	28	0.0	0.0	0.0	0.0	
	29	0.0	0.0	0.0	0.0	
	30	0.0	0.0	0.0	0.0	
	31	0.0	0.0	0.0	0.0	
	32	0.0	0.0	0.0	0.0	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

SCARF INLET NOISE DIFFERENCES**DELTA = NEW TECHNOLOGY - REFERENCE****APPROACH****CUTBACK TAKEOFF****SIDELINE**

	145.4 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	0.0	0.0	0.0	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.0	0.0	
	24	0.0	0.0	0.0	0.0	
	25	0.0	0.0	0.0	0.0	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.0	0.0	
	28	0.0	0.0	0.0	0.0	
	29	0.0	0.0	0.0	0.0	
	30	0.0	0.0	0.0	0.0	
	31	0.0	0.0	0.0	0.0	
	32	0.0	0.0	0.0	0.0	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

SCARF INLET NOISE DIFFERENCES**DELTA = NEW TECHNOLOGY - REFERENCE****APPROACH****CUTBACK TAKEOFF****SIDELINE**

	146.9 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	0.0	0.0	0.0	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.0	0.0	
	24	0.0	0.0	0.0	0.0	
	25	0.0	0.0	0.0	0.0	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.0	0.0	
	28	0.0	0.0	0.0	0.0	
	29	0.0	0.0	0.0	0.0	
	30	0.0	0.0	0.0	0.0	
	31	0.0	0.0	0.0	0.0	
	32	0.0	0.0	0.0	0.0	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

SCARF INLET NOISE DIFFERENCES**DELTA = NEW TECHNOLOGY - REFERENCE****APPROACH****CUTBACK TAKEOFF****SIDELINE**

	148.2 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	0.0	0.0	0.0	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.0	0.0	
	24	0.0	0.0	0.0	0.0	
	25	0.0	0.0	0.0	0.0	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.0	0.0	
	28	0.0	0.0	0.0	0.0	
	29	0.0	0.0	0.0	0.0	
	30	0.0	0.0	0.0	0.0	
	31	0.0	0.0	0.0	0.0	
	32	0.0	0.0	0.0	0.0	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

SCARF INLET NOISE DIFFERENCES**DELTA = NEW TECHNOLOGY - REFERENCE****APPROACH****CUTBACK TAKEOFF****SIDELINE**

	149.5 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	0.0	0.0	0.0	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.0	0.0	
	24	0.0	0.0	0.0	0.0	
	25	0.0	0.0	0.0	0.0	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.0	0.0	
	28	0.0	0.0	0.0	0.0	
	29	0.0	0.0	0.0	0.0	
	30	0.0	0.0	0.0	0.0	
	31	0.0	0.0	0.0	0.0	
	32	0.0	0.0	0.0	0.0	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

SCARF INLET NOISE DIFFERENCES**DELTA = NEW TECHNOLOGY - REFERENCE****APPROACH****CUTBACK TAKEOFF****SIDELINE**

	150.7 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	0.0	0.0	0.0	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.0	0.0	
	24	0.0	0.0	0.0	0.0	
	25	0.0	0.0	0.0	0.0	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.0	0.0	
	28	0.0	0.0	0.0	0.0	
	29	0.0	0.0	0.0	0.0	
	30	0.0	0.0	0.0	0.0	
	31	0.0	0.0	0.0	0.0	
	32	0.0	0.0	0.0	0.0	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

SCARF INLET NOISE DIFFERENCES**DELTA = NEW TECHNOLOGY - REFERENCE****APPROACH****CUTBACK TAKEOFF****SIDELINE**

	151.9 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	0.0	0.0	0.0	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.0	0.0	
	24	0.0	0.0	0.0	0.0	
	25	0.0	0.0	0.0	0.0	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.0	0.0	
	28	0.0	0.0	0.0	0.0	
	29	0.0	0.0	0.0	0.0	
	30	0.0	0.0	0.0	0.0	
	31	0.0	0.0	0.0	0.0	
	32	0.0	0.0	0.0	0.0	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

SCARF INLET NOISE DIFFERENCES**DELTA = NEW TECHNOLOGY - REFERENCE****APPROACH****CUTBACK TAKEOFF****SIDELINE**

	153 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	0.0	0.0	0.0	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.0	0.0	
	24	0.0	0.0	0.0	0.0	
	25	0.0	0.0	0.0	0.0	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.0	0.0	
	28	0.0	0.0	0.0	0.0	
	29	0.0	0.0	0.0	0.0	
	30	0.0	0.0	0.0	0.0	
	31	0.0	0.0	0.0	0.0	
	32	0.0	0.0	0.0	0.0	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

SCARF INLET NOISE DIFFERENCES**DELTA = NEW TECHNOLOGY - REFERENCE****APPROACH****CUTBACK TAKEOFF****SIDELINE**

	154 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	0.0	0.0	0.0	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.0	0.0	
	24	0.0	0.0	0.0	0.0	
	25	0.0	0.0	0.0	0.0	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.0	0.0	
	28	0.0	0.0	0.0	0.0	
	29	0.0	0.0	0.0	0.0	
	30	0.0	0.0	0.0	0.0	
	31	0.0	0.0	0.0	0.0	
	32	0.0	0.0	0.0	0.0	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

SCARF INLET NOISE DIFFERENCES**DELTA = NEW TECHNOLOGY - REFERENCE****APPROACH****CUTBACK TAKEOFF****SIDELINE**

	155 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	0.0	0.0	0.0	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.0	0.0	
	24	0.0	0.0	0.0	0.0	
	25	0.0	0.0	0.0	0.0	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.0	0.0	
	28	0.0	0.0	0.0	0.0	
	29	0.0	0.0	0.0	0.0	
	30	0.0	0.0	0.0	0.0	
	31	0.0	0.0	0.0	0.0	
	32	0.0	0.0	0.0	0.0	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

SCARF INLET NOISE DIFFERENCES**DELTA = NEW TECHNOLOGY - REFERENCE****APPROACH****CUTBACK TAKEOFF****SIDELINE**

	156 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	0.0	0.0	0.0	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.0	0.0	
	24	0.0	0.0	0.0	0.0	
	25	0.0	0.0	0.0	0.0	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.0	0.0	
	28	0.0	0.0	0.0	0.0	
	29	0.0	0.0	0.0	0.0	
	30	0.0	0.0	0.0	0.0	
	31	0.0	0.0	0.0	0.0	
	32	0.0	0.0	0.0	0.0	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

SCARF INLET NOISE DIFFERENCES**DELTA = NEW TECHNOLOGY - REFERENCE****APPROACH****CUTBACK TAKEOFF****SIDELINE**

	156.9 DEG					
	BAND	FANI	FAND	JET	TOTAL	
	17	0.0	0.0	0.0	0.0	
	18	0.0	0.0	0.0	0.0	
	19	0.0	0.0	0.0	0.0	
	20	0.0	0.0	0.0	0.0	
	21	0.0	0.0	0.0	0.0	
	22	0.0	0.0	0.0	0.0	
	23	0.0	0.0	0.0	0.0	
	24	0.0	0.0	0.0	0.0	
	25	0.0	0.0	0.0	0.0	
	26	0.0	0.0	0.0	0.0	
	27	0.0	0.0	0.0	0.0	
	28	0.0	0.0	0.0	0.0	
	29	0.0	0.0	0.0	0.0	
	30	0.0	0.0	0.0	0.0	
	31	0.0	0.0	0.0	0.0	
	32	0.0	0.0	0.0	0.0	
	33	0.0	0.0	0.0	0.0	
	34	0.0	0.0	0.0	0.0	
	35	0.0	0.0	0.0	0.0	
	36	0.0	0.0	0.0	0.0	
	37	0.0	0.0	0.0	0.0	
	38	0.0	0.0	0.0	0.0	
	39	0.0	0.0	0.0	0.0	
	40	0.0	0.0	0.0	0.0	

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13. ABSTRACT (Maximum 200 words) This final report has been prepared by Honeywell Engines & Systems, Phoenix, Arizona, a unit of Honeywell International Inc., documenting work performed during the period June 1999 through December 1999 for the National Aeronautics and Space Administration (NASA) Glenn Research Center, Cleveland, Ohio, under the Small Engine Technology (SET) Program, Contract No. NAS3-27483, Task Order 24, Business and Regional Aircraft System Studies. The work performed under SET Task 24 consisted of evaluating the noise reduction benefits compared to the baseline noise levels of representative 1992 technology aircraft, obtained by applying different combinations of noise reduction technologies to five business and regional aircraft configurations. This report focuses on the selection of the aircraft configurations and noise reduction technologies, the prediction of noise levels for those aircraft, and the comparison of the noise levels with those of the baseline aircraft.			
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